

March 17, 2025 EMCTC Meeting - Zoom Transcript

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

WEBVTT

1

00:00:04.390 --> 00:00:06.450

Oscar R. - He/Him, EMCTC Support: Okay. Good afternoon. Everyone.

2

00:00:06.925 --> 00:00:11.950

Oscar R. - He/Him, EMCTC Support: My name is Oscar, and I use he him pronouns, and I'm here to provide meeting support.

3

00:00:12.540 --> 00:00:27.549

Oscar R. - He/Him, EMCTC Support: You have a full meeting ahead of you. Here's a quick review of the guidelines for today's meeting, which is now in a webinar setting. Closed captioning is activated. We ask everyone to wait until the end of a presentation for questions and comments, unless otherwise directed.

4

00:00:28.070 --> 00:00:31.099

Oscar R. - He/Him, EMCTC Support: Non panelists, otherwise known as attendings.

5

00:00:31.250 --> 00:00:44.499

Oscar R. - He/Him, EMCTC Support: are only able to use the chat feature to chat with hosts or panelists, but may use the raise hand feature located on the menu bar at the bottom of your screen screen to verbally ask questions or make comments.

6

00:00:44.790 --> 00:00:49.849

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

7

00:00:50.340 --> 00:00:59.056

Oscar R. - He/Him, EMCTC Support: enjoy your meeting if you're a panelist, and you're in the attendee room. You will soon be promoted into the panelists room.

8

00:00:59.620 --> 00:01:01.090

Oscar R. - He/Him, EMCTC Support: thank you. Back to you.

9

00:01:01.910 --> 00:01:23.359

Commissioner Jones-Dixon: Great. Thank you. Thank you, Oscar. Round 2. We're going to start with introductions again. My name is Commissioner Joan Dixon, chair of Mucktuck, and we have a few new faces and new Members Council, and also Mayor Hiro Rios Campos. Let's start with again. Mayor Mayor Stovall, as far as introductions

10

00:01:23.360 --> 00:01:25.980

Travis Stovall: Mayor Travis Stovall, Mayor of Gresham.

11

00:01:26.270 --> 00:01:29.079

John Leamy: Kicking it over to Mary Rios Campos

12

00:01:30.820 --> 00:01:37.209

Jairo Rios-Campos: Good afternoon, everyone Jairo, Rios, Campos, Jairo for non-spanish speakers, and we'll kick it off to Greg

13

00:01:37.750 --> 00:01:41.130

Greg Dirks: Wood Village: Greg Dirk, City of Wood Village, and I want to pass it over to Sarah Selton

14

00:01:45.170 --> 00:01:48.870

Sarah Selden, Fairview Community Development Director (she/her): Good afternoon, everyone. I'm Sarah Selden with City of Fairview.

15

00:01:50.640 --> 00:01:55.500

Sarah Selden, Fairview Community Development Director (she/her): and let's see, I am going to pass it off to Jay Higgins.

16

00:01:57.240 --> 00:01:59.510

Jay Higgins, Gresham - East Mult Co Cities: Jenkins, city of Gresham Staff.

17

00:01:59.710 --> 00:02:03.559

Jay Higgins, Gresham - East Mult Co Cities: Let's see, I will pass it to Counselor Simpson.

18

00:02:06.370 --> 00:02:11.399

Councilor Ashton Simpson: Thank you. Jay. Ashton Simpson. He him pronouns Metro Council district one.

19

00:02:16.663 --> 00:02:20.929

Councilor Ashton Simpson: I'll pass it to Jessica Berry. Familiar face

20

00:02:21.362 --> 00:02:31.320

Jessica Berry, Multnomah County (she/her): Thank you. I'm Jessica Berry, she her I am Multnomah County transportation deputy director, and I will pass it to Counselor Lee. Me

21

00:02:33.630 --> 00:02:37.789

John Leamy: I'm John Lamy with the city of Troutdale City Councilor.

22

00:02:38.350 --> 00:02:42.489

John Leamy: and I guess I can pass it to Mary Jo

23

00:02:46.520 --> 00:02:56.450

MaryJo Andersen, MultCo (she/her): Thank you. Hello, everyone. I'm Mary Jo Anderson. I use she her pronouns. I'm a transportation planner for Multnomah County, and I will pass it to Andrew Wilson.

24

00:02:59.830 --> 00:03:15.599

Andrew Wilson: Joe Andrew Wilson. I'm the Chief Safety Officer and executive director at Trimet today. I think I'm going to be given a presentation towards the end of your meeting, so I'm a bit of an interloper. So thanks for letting me hang out with you, and I'm not sure who to send it off to. Maybe I'll ask Sarah or somebody to

25

00:03:15.960 --> 00:03:17.752

Andrew Wilson: who hasn't gone. Dennis

26

00:03:18.620 --> 00:03:21.840

Commissioner Jones-Dixon: Yep, Glenn promoted. Thank you. Welcome

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00:03:22.130 --> 00:03:31.239

Glen Bolen, ODOT (he/him): Hey? Thank you, Glenn Bolin. He and pronouns. I am with Odot Region one, and I'll pass it to my friend Grace Cho at Metro

28

00:03:33.680 --> 00:03:48.219

Grace Cho | Metro | (she/her): Hello! Thank you, everyone. Oh, sorry for not Grace. Show she her pronouns. I'm a principal transportation planner at Metro, and I will be one of your presenters for a agenda item later on the agenda.

29

00:03:51.252 --> 00:03:54.910

Grace Cho | Metro | (she/her): and with that I guess I'll pass it off to Tom

30

00:03:55.850 --> 00:04:03.800

Tom Bouillion, Port of Portland: Hey? Good afternoon, Tom Bullion, planning manager at the port of Portland, and I could hand it over to Francesca

31

00:04:05.140 --> 00:04:17.909

Francesca Jones (she/her), City of Portland PBOT: Hi, thanks so much. I'm Francesca Jones. I use she her pronouns. I'm a senior transportation planner for the Portland Bureau of Transportation, and I'm here for support as a member of your technical advisory committee. Thank you.

32

00:04:18.269 --> 00:04:23.540

Francesca Jones (she/her), City of Portland PBOT: So I will pass it off. Did Jay. Did you already introduce yourself

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00:04:24.520 --> 00:04:26.299

Commissioner Jones-Dixon: Believe we have counselor.

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00:04:26.780 --> 00:04:27.480

Francesca Jones (she/her), City of Portland PBOT: Thank you.

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00:04:29.610 --> 00:04:33.889

E'an Todd Fairview: Ian Todd City of Fairview. Counselor. He him!

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00:04:34.070 --> 00:04:42.660

E'an Todd Fairview: I'm blurry. I'm just the sun suddenly came out, which I wasn't planning for when I was logging in. So sorry about the blurry. It should go away here in a sec.

37

00:04:44.500 --> 00:04:45.260

Commissioner Jones-Dixon: Welcome.

38

00:04:46.970 --> 00:04:51.630

Commissioner Jones-Dixon: And did we miss anyone? I've been multitasking Eve, I think

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00:04:51.630 --> 00:04:58.339

Eve Nilenders, Multnomah County (she/her): I'm eveners a transportation planner with Multnomah County, and I don't believe Allison's gone

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00:04:58.940 --> 00:05:06.109

Allison Boyd, Multnomah County: No, thank you, Allison Boyd. She her pronouns transportation planning manager with Multnomah County just here for support

41

00:05:08.350 --> 00:05:12.220

Commissioner Jones-Dixon: Welcome. Welcome. Did we get everybody? I think we did.

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00:05:12.880 --> 00:05:19.689

Commissioner Jones-Dixon: We will move on to the next agenda item, we have opportunity for public comment do we have

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00:05:20.100 --> 00:05:25.939

Commissioner Jones-Dixon: as of yesterday? I don't think we had anyone sign up for public comment. Sarah and Jessica, do we have anyone here

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00:05:26.935 --> 00:05:40.900

Sarah Paulus, Multnomah County (she/her): We have not received any. If anyone is in the attendees that wants to give public comment, you can raise your virtual hand, and we can allow

you to speak so we can maybe give it a beat to see if that happens. Otherwise, I think we're all set

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00:05:41.740 --> 00:05:42.930

Commissioner Jones-Dixon: Give it a moment.

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00:05:45.470 --> 00:05:53.930

Commissioner Jones-Dixon: Okay, we will move on to the next agenda. Item, review and adoption. For of the meeting minutes from February 10? th

47

00:05:54.800 --> 00:05:56.019

Commissioner Jones-Dixon: Do we have a motion

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00:06:00.200 --> 00:06:03.210

E'an Todd Fairview: I move we adopt the minutes as presented

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00:06:03.790 --> 00:06:04.600

Travis Stovall: Second.

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00:06:05.220 --> 00:06:11.590

Commissioner Jones-Dixon: Moved by Councilor Todd, seconded by Mayor Mayor Stovall, all in favor. Say aye, or raise your hand

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00:06:11.900 --> 00:06:12.909

E'an Todd Fairview: All right.

52

00:06:13.950 --> 00:06:15.940

Commissioner Jones-Dixon: Any opposed.

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00:06:16.380 --> 00:06:17.569

Commissioner Jones-Dixon: Raise your hand.

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00:06:18.590 --> 00:06:20.959

Commissioner Jones-Dixon: It's like it passes unanimously. Thank you.

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00:06:22.140 --> 00:06:34.749

Commissioner Jones-Dixon: And we'll move on to agenda. Item number 4, vice chair elections due to the scene that I don't know if we had quorum during the last meeting. But I wanted to know if there are any. Actually, Jessica, do you want to

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00:06:35.090 --> 00:06:37.519

Commissioner Jones-Dixon: talk about this agenda item? You leaned in

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00:06:37.760 --> 00:06:38.350

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

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00:06:38.350 --> 00:06:45.839

Jessica Berry, Multnomah County (she/her): I don't. I feel like I've I've I've passed this off to Sarah and her team to work on, so is there anything to share Sarah

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00:06:46.190 --> 00:06:48.220

Jessica Berry, Multnomah County (she/her): before they start a vote process

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00:06:48.860 --> 00:07:06.640

Sarah Paulus, Multnomah County (she/her): No additional information to share. We postponed this from the last meeting just because we didn't have all of our new members for the year seated, and I don't think we had quorum at the last meeting, so folks can self nominate or nominate others, and then you can carry on the vote as normal

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00:07:09.300 --> 00:07:10.320

Commissioner Jones-Dixon: Great great.

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00:07:10.620 --> 00:07:20.370

Commissioner Jones-Dixon: I will flag. I know that Councillor Todd has expressed interest in the Vice Chair election, and we are open to, but want to open up the floor to see if there's anyone else.

63

00:07:21.210 --> 00:07:23.479

Commissioner Jones-Dixon: Then, if not, I will welcome a motion

64

00:07:29.230 --> 00:07:32.329

Tom Bouillion, Port of Portland: I'll move to nominate Councillor Todd for vice chair

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00:07:35.170 --> 00:07:37.529

Commissioner Jones-Dixon: Motion, for from Tom, do we have a second

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00:07:38.020 --> 00:07:38.920

Jairo Rios-Campos: All second.

67

00:07:39.710 --> 00:07:45.450

Commissioner Jones-Dixon: Second for Mayor Rios Campos, all in favor. Say aye, or raise your hand

68

00:07:45.690 --> 00:07:46.640

Tom Bouillion, Port of Portland: I,

69

00:07:49.520 --> 00:07:52.940

Commissioner Jones-Dixon: No pose. Looks like it passes

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00:07:53.600 --> 00:07:58.150

Commissioner Jones-Dixon: Counselor Todd. You are Vice president or vice chair. Thank you.

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00:07:58.150 --> 00:07:59.710

E'an Todd Fairview: Well, thank you. I'm honored

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00:08:01.490 --> 00:08:06.010

Commissioner Jones-Dixon: We'll move on to agenda. Item number 5, region one act.

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00:08:06.598 --> 00:08:09.879

Commissioner Jones-Dixon: community member elections and we'll pass it on to Sarah

74

00:08:10.580 --> 00:08:16.859

Sarah Paulus, Multnomah County (she/her): Great. Thank you so much. I have a couple of slides I can share on this that I think Trini might be pulling up.

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00:08:17.417 --> 00:08:26.169

Sarah Paulus, Multnomah County (she/her): But this is another action. Item, your final one of the day, Trini, you can go to the 1st slide

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00:08:27.720 --> 00:08:29.510

Sarah Paulus, Multnomah County (she/her): or the second slide, I guess.

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00:08:30.420 --> 00:08:38.580

Sarah Paulus, Multnomah County (she/her): So. This. This is a action item. Today you all have the option to vote on our region. One act.

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00:08:38.580 --> 00:09:03.409

Sarah Paulus, Multnomah County (she/her): community members. So there was information sent to you all ahead of the meeting to learn a little bit more about the staff recommendation. But I just wanted to run through this really quickly, to give some context ahead of the vote. So the region one act, the region, one Area Commission on Transportation is a regional body. It collaborates on transportation, related issues related to Odot's region, one which is Clackamas, Multnomah and Hood River

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00:09:03.410 --> 00:09:28.040

Sarah Paulus, Multnomah County (she/her): counties, as well as some of Eastern Washington county. Multnomah County, has 7 seats on this body. We have our county representative, which is currently Commissioner Singleton. We have East County cities elected representative seat that is currently vacant. And then we have 5 community member representatives, which is what we're talking about today. So if you go to the next slide, please.

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00:09:28.700 --> 00:09:41.310

Sarah Paulus, Multnomah County (she/her): of those 5 community member representatives, we currently have 2 vacancies. One of them is just a general community member representative, but one of them is the Environmental justice representative.

81

00:09:41.310 --> 00:10:05.039

Sarah Paulus, Multnomah County (she/her): So in order to fill those 2 vacancies. We posted an application online at the end of last year, and at the beginning of this year, and advertised to get

some candidates. We received a total of 5 applications across both of the vacancies and Multnomah County staff, and the city of Portland staff evaluated the 5 candidates because these

82

00:10:05.040 --> 00:10:07.950

Sarah Paulus, Multnomah County (she/her): community reps will also represent the city of Portland.

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00:10:07.960 --> 00:10:27.500

Sarah Paulus, Multnomah County (she/her): and we are today presenting our staff recommendation. This was the information sent ahead of time that provided some Bios on these 2 people. But the staff recommendation we're presenting is to nominate Timura Ender for the environmental justice Rep. And Nancy Chapin for that general community member Rep.

84

00:10:27.580 --> 00:10:29.880

Sarah Paulus, Multnomah County (she/her): Next slide, please.

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00:10:30.550 --> 00:10:55.409

Sarah Paulus, Multnomah County (she/her): So if you all feel comfortable and have read the information on the bio, you're welcome to take a vote to approve this. The r. 1 act. Bylaws require that the coordinating committees nominate members ahead of the act approval. So if a mucktuck does approve this recommendation, what will happen is Commissioner Jones Dixon as the chair, and then the city of Portland's elected representative will provide a letter of recommendation to the act

86

00:10:55.410 --> 00:11:14.359

Sarah Paulus, Multnomah County (she/her): to nominating these 2 people, and then, at the beginning of the next Arwen Act meeting. They will vote to approve them in, and they will be the new members. So I'm happy to take any questions on that, but that's a background and kind of set up for what the vote will be today. So I can pass it back to the chair to run that item. Thank you.

87

00:11:14.800 --> 00:11:21.920

Commissioner Jones-Dixon: Great. Thank you. Thank you, Sarah. Any any questions for for Sarah regarding this agenda item.

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00:11:26.200 --> 00:11:32.559

Commissioner Jones-Dixon: Okay, looks like we are ready to move this agenda or take action on the agenda. Item.

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00:11:34.050 --> 00:11:41.589

Commissioner Jones-Dixon: all those in favor of approving to more endure. And Nancy chap. Nancy chap. Should we take them individually, or both of them.

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00:11:42.700 --> 00:11:46.310

Commissioner Jones-Dixon: That's alright.

91

00:11:46.310 --> 00:11:49.889

Sarah Paulus, Multnomah County (she/her): And unmute. I suppose that's up to you. I think you could do it either way.

92

00:11:50.810 --> 00:12:13.760

Commissioner Jones-Dixon: I've seen that there were no questions or concerns proposed. We can. Let's go with both of them at the same time, for the sake of time. I'm familiar with both of them, or familiar with more, and had a chance to read through Nancy's bio as well. So thank you for providing that to the committee all in favor of approving both of them to the r. 1 community for this.

93

00:12:14.430 --> 00:12:16.029

Commissioner Jones-Dixon: say I, or raise your hand

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00:12:16.530 --> 00:12:16.920

Tom Bouillion, Port of Portland: Hi

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00:12:17.190 --> 00:12:17.909

E'an Todd Fairview: All right.

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00:12:18.210 --> 00:12:19.650

Commissioner Jones-Dixon: Any opposed.

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00:12:21.550 --> 00:12:22.820

Commissioner Jones-Dixon: It looks like

98

00:12:23.290 --> 00:12:30.560

Commissioner Jones-Dixon: it passes unanimously again. Thank you to more. Thank you, Nancy, for for your service, and provide that letter of recommendation.

99

00:12:30.870 --> 00:12:31.810

Commissioner Jones-Dixon: Your staff.

100

00:12:32.250 --> 00:12:34.712

Commissioner Jones-Dixon: We'll move on to the next action. Item.

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00:12:35.430 --> 00:12:38.660

Commissioner Jones-Dixon: the fatalities report, and Mary Jo floor is yours.

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00:12:38.930 --> 00:12:40.353

MaryJo Andersen, MultCo (she/her): Thank you so much.

103

00:12:41.500 --> 00:12:54.710

MaryJo Andersen, MultCo (she/her): The slides will be getting put up. We have 2 months of fatality slides for this meeting, and each month we acknowledge the people who are killed in traffic crashes in Clackamas, Multnomah and Washington counties.

104

00:12:54.820 --> 00:13:07.170

MaryJo Andersen, MultCo (she/her): We do this to remind ourselves of the impact that our work in transportation has on the lives of people in our community, and to commit to eliminating traffic deaths and life-changing injuries.

105

00:13:07.600 --> 00:13:29.180

MaryJo Andersen, MultCo (she/her): We've been reading the names of the people killed, and as of now that information is no longer readily available, the Odot crash analysis and reporting unit is no longer sharing the names of traffic crash victims. So we will continue in these reports to share the age and location of the fatal crashes each month.

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00:13:29.300 --> 00:13:38.340

MaryJo Andersen, MultCo (she/her): And this, as always, this report and information is preliminary and subject to change.

107

00:13:38.550 --> 00:13:53.309

MaryJo Andersen, MultCo (she/her): and then ultimately the number of fatalities may be higher than these crashes than what we report just due to how reporting works between the national highway traffic, safety administration

108

00:13:53.580 --> 00:13:58.500

MaryJo Andersen, MultCo (she/her): and medical reports and things like that. So

109

00:13:58.730 --> 00:14:20.679

MaryJo Andersen, MultCo (she/her): in January there were 6 fatalities in the metro area, as you can see, and none of them were on East county roads in our area that we're working on, and from this one there were mostly vehicle crashes. 5 it looks like, and one pedestrian fatality.

110

00:14:21.860 --> 00:14:23.240

MaryJo Andersen, MultCo (she/her): Next slide

111

00:14:23.590 --> 00:14:36.219

MaryJo Andersen, MultCo (she/her): for February there were 14 fatalities, and this includes 6 in vehicles. 5 people who were pedestrians and 3 motorcycle fatalities

112

00:14:36.460 --> 00:14:51.839

MaryJo Andersen, MultCo (she/her): for East County. We did have 4 fatalities in February. In this report a passenger in Gresham on March 3, rd a driver on marine drive. On February 26, th

113

00:14:52.070 --> 00:14:56.530

MaryJo Andersen, MultCo (she/her): a pedestrian in Fairview on February 20 second.

114

00:14:56.630 --> 00:15:04.930

MaryJo Andersen, MultCo (she/her): and another pedestrian at Hogan and Powell in Gresham on the 19th of February.

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00:15:06.140 --> 00:15:26.480

MaryJo Andersen, MultCo (she/her): so we want to acknowledge these people who have lost their lives on our roads. Each person had family, friends, neighbors, and coworkers, and we want to take a moment to recognize the loss of their lives, and to keep them in our hearts and minds as we move forward to create safer roads for everyone in our community

116

00:15:35.880 --> 00:15:48.710

Commissioner Jones-Dixon: Just let it sink in for a moment. Thank you. Thank you, Mary Jo, for just the the reminder. And why we why, we meet one of the reasons why we meet. It's that's heartbreaking.

117

00:15:49.942 --> 00:15:51.990

Commissioner Jones-Dixon: So I'll just take another moment. Please

118

00:15:57.400 --> 00:16:11.090

Commissioner Jones-Dixon: move on to agenda. Item 7, which is the transportation Safety Action plan, the Tsap to discuss goal setting and the safety analysis analysis and looks like Mike Sellinger and Bianca.

119

00:16:11.280 --> 00:16:20.059

Commissioner Jones-Dixon: It's going to be leading us or walking us through this. And then, if you can also provide the context as far as what you need from us as a body as well, that would be great and helpful.

120

00:16:21.110 --> 00:16:30.140

Mike Sellinger, Alta: Great. Thank you, Commissioner. My name is Mike Sellinger. I'm a transportation planner with Alta planning and design and leading this project on the consultant side.

121

00:16:30.697 --> 00:16:58.350

Mike Sellinger, Alta: So we've we've been coming in every couple of months here for about a year, but I know we do have some some new members. So definitely, wanna kind of just provide a little bit of overview before we we dig in in terms of what we'll talk about today. After that overview. We're going to really focus on the additional analysis we performed for the project. And then we're going to turn to a goal setting conversation. So that is something. We started.

122

00:16:59.198 --> 00:17:02.600

Mike Sellinger, Alta: The conversation many months ago in 2024,

123

00:17:02.940 --> 00:17:31.229

Mike Sellinger, Alta: and then with some of the turnover, we wanted to restart that conversation. So we don't have any official ask from a muktuk today, but this is something we want to try to get consensus on by the next time we're here, which is in the May meeting. So in a couple of months we will be looking for a muktuk to come together and set a goal related to transportation safety, and we'll have time to to really dive into what that can look like and what that means later today. Next slide, please.

124

00:17:32.210 --> 00:17:52.570

Mike Sellinger, Alta: So in terms of of the overview of the project. The purpose and goal is to develop and adopt a transportation, safety action plan to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries for all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro mobility users and commercial vehicle operators.

125

00:17:52.930 --> 00:18:02.429

Mike Sellinger, Alta: and where we are at in this project we've completed all the kind of existing conditions and early engagement work. We had a really

126

00:18:02.960 --> 00:18:08.250

Mike Sellinger, Alta: robust engagement response from the community with over a thousand people participating in our online

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00:18:08.320 --> 00:18:37.209

Mike Sellinger, Alta: survey and mapping exercise as well as about a dozen other events. 5 in-person community events, another 5 targeted focus groups, including in a number of different languages as well as a number of stakeholder interviews and other advocacy groups that we've been talking to about this project to understand their experiences getting around in East County, and what some of those challenges are, what has been working and hasn't been working

128

00:18:37.860 --> 00:18:51.339

Mike Sellinger, Alta: at the same time, we've been working on the analysis work. We completed the systemic safety analysis last fall. Hopefully, most of you have had a chance to see that. And we presented those results late in 2024.

129

00:18:51.580 --> 00:19:11.490

Mike Sellinger, Alta: One of the things we want to focus on today is the additional analysis task. And that is one that a muktuk and a muktuk tack really helped us shape in terms of what are the topics we want to dig into a little bit extra from that initial safety analysis. So Bianca will be talking about what we found in in that additional analysis.

130

00:19:11.500 --> 00:19:35.060

Mike Sellinger, Alta: And then, as I mentioned, we want to talk about goal setting today and start that conversation. And where we're headed from, there is into developing strategies and recommendations and a second round of engagement where we'll be going back out with some of those draft project locations, including high priority corridors in East County, and getting a lot of feedback on what improvements on those corridors could look like

131

00:19:35.556 --> 00:19:44.079

Mike Sellinger, Alta: and and finally, then moving into a draft and final plan which would be coming in fall and looking to wrap up this whole project by the end of the year.

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00:19:44.573 --> 00:19:52.339

Mike Sellinger, Alta: So I'll go ahead and stop there. Any initial questions on the project before we dig into some of the analysis findings

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00:19:56.180 --> 00:20:01.900

Commissioner Jones-Dixon: And if you do have a question, feel free to just come off mute and jump in lot

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00:20:03.360 --> 00:20:08.879

Mike Sellinger, Alta: Well hearing done, I will pass it over to Bianca to talk about the additional analysis results

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00:20:09.840 --> 00:20:14.290

Bianca Popescu, Alta: Okay, thanks, Mike. Hi, I'm Bianca from Alta, planning and design.

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00:20:14.450 --> 00:20:33.879

Bianca Popescu, Alta: So before I dig into the additional analysis results, I just wanted to show this slide, which we did show a couple of meetings ago. Just to give a context of the data we are using for the for the safety analysis. So we were looking at 10 years of crash data from 2013 to 2022.

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00:20:34.050 --> 00:20:39.890

Bianca Popescu, Alta: During that time there has been 8,474 injury crashes occurring.

138

00:20:40.150 --> 00:20:53.000

Bianca Popescu, Alta: and most of the severe crashes occurred on the arterial network. We also saw that people walking, biking, and using a motorcycle were the most likely to be involved in a serious injury or fatal crash.

139

00:20:54.648 --> 00:21:01.550

Bianca Popescu, Alta: So now, moving on to the additional analysis pieces, the 1st thing we did is the trouble pattern equity analysis.

140

00:21:01.860 --> 00:21:13.909

Bianca Popescu, Alta: So this was looking at low income travelers. So this people who are earning less than 80% of the area Median income in the study area and where they travel through the study area.

141

00:21:14.090 --> 00:21:23.130

Bianca Popescu, Alta: This map is showing the number of biking, walking and transit. We call them sustainable trips by corridor in the study area.

142

00:21:23.671 --> 00:21:32.950

Bianca Popescu, Alta: And you can see that the highest volumes of sustainable trips occurred along the Max Blue Line corridor on East Burnside and northwest Burnside Road.

143

00:21:33.420 --> 00:21:47.759

Bianca Popescu, Alta: and also high volumes of sustainable trips were occurring along Northwest Division Street, West Powell, Boulevard, Northeast Gleason Street, Southeast Stark Street, northeast Halsey Street and Southeast, 180 Second Avenue.

144

00:21:48.570 --> 00:21:59.370

Bianca Popescu, Alta: Most of these quarters have bike facilities as well as sidewalks and bus service, and most also run through commercial areas with a variety of retail and recreational destinations.

145

00:21:59.600 --> 00:22:16.710

Bianca Popescu, Alta: So the analysis is really showing us that low income residents are not traveling just limited to low income areas, but throughout the whole study area. And it's important to maintain and improve the bike, pedestrian and transit infrastructure on these corridors and others that are of similar characteristics.

146

00:22:18.376 --> 00:22:31.890

Bianca Popescu, Alta: Looking at the same travelers, low income travelers, people earning less than 80% of the area Median income. We also looked at number of walking and biking trips per corridor, calling them active trips.

147

00:22:32.150 --> 00:22:42.190

Bianca Popescu, Alta: So the highest volumes of active trips occurred along Southwest policy streets, northeast, Sandy Boulevard and northeast, 201st Avenue in Fairview.

148

00:22:42.340 --> 00:22:53.219

Bianca Popescu, Alta: and also Halsey and Northeast 2,233rd Avenue have bike lanes and sidewalks, but Sandy Boulevard and northeast 200 and 1st Avenue do not

149

00:22:53.590 --> 00:23:03.349

Bianca Popescu, Alta: most of the quarters have bike facilities as well as sidewalks and bus service, and most also are running through commercial areas with a variety of retail and recreational destinations.

150

00:23:03.680 --> 00:23:17.710

Bianca Popescu, Alta: There are other Hotspots adjacent to schools like North Main Avenue, in front of Gresham High School, southeast, 200 and 17th Avenue, in front of North Gresham, Elementary and Southwest, 257th Avenue in front of Reynolds High School.

151

00:23:19.294 --> 00:23:33.129

Bianca Popescu, Alta: So these are the areas that low income travelers by choice or necessity are more likely to choose active transportation. So adding or improving facilities would improve the safety and comfort for the low income travelers in these areas.

152

00:23:34.550 --> 00:23:40.809

Bianca Popescu, Alta: Another analysis piece we did was a speed data analysis where we compared the observed speeds

153

00:23:40.980 --> 00:23:43.780

Bianca Popescu, Alta: up with the posted speed limits.

154

00:23:44.320 --> 00:23:59.890

Bianca Popescu, Alta: we found that most roads have free flow speeds that are approximately just at the speed limit or below the speed limit. So, looking at this map. That's areas that are shown in light greenish yellow or green.

155

00:24:00.800 --> 00:24:08.030

Bianca Popescu, Alta: So for those locations lowering the speed limit of the roads could be appropriate. For example, along

156

00:24:08.310 --> 00:24:18.040

Bianca Popescu, Alta: East Burnside Street, west of Northeast 200 Second Avenue, northeast, 201st Avenue and northeast 233rd Avenue

157

00:24:18.952 --> 00:24:26.409

Bianca Popescu, Alta: Looking at the free flow speeds up to 5 miles per hour over the speed limit. So that's the

158

00:24:27.970 --> 00:24:35.460

Bianca Popescu, Alta: purplish pink color here. There are several roads in Gresham and Troutdale that that met that criteria.

159

00:24:35.620 --> 00:24:43.569

Bianca Popescu, Alta: including West Powell Boulevard, Southwest Towel Avenue, southwest Pleasant View Drive, and most of the Columbia River highway

160

00:24:44.510 --> 00:24:53.380

Bianca Popescu, Alta: looking at roads that had excessive free flow speed. So that's when they had 5 mile per hour or greater over the speed limit.

161

00:24:53.570 --> 00:25:10.379

Bianca Popescu, Alta: We found that. So that's the dark purple. On this map we found this, that South Mount Hood Highway, and a few small segments in Troutdale have this criteria met this criteria, and in these locations design speeds are exceeding the speed limit of the road.

162

00:25:11.250 --> 00:25:22.342

Bianca Popescu, Alta: Looking at the crash data, 83% of speed related crashes occurred on roads where the free flow speed was equal to or under the speed limit which suggests that

163

00:25:22.820 --> 00:25:49.359

Bianca Popescu, Alta: even though the majority of speeds were lower, that there still can be some individual speeding happening on all any roadway, and us, seeing that the free flow speed is is lower, could be in part due to congestion from the peak hours filling over to the Non Peak Times, which we're looking at lowering the average speed we were looking at. Time period of 12 am. To 6 am.

164

00:25:50.115 --> 00:25:57.820

Bianca Popescu, Alta: For the observed speeds, and not sure if the rush hour from the morning could have gone into that as well.

165

00:25:59.440 --> 00:26:08.329

Bianca Popescu, Alta: Then, for the crossing safety analysis. We looked at 68 pedestrian crashes that were not at a crossing or an intersection.

166

00:26:09.440 --> 00:26:15.749

Bianca Popescu, Alta: So of these crashes 40% occurred within 200 feet of a pedestrian signal.

167

00:26:16.220 --> 00:26:26.520

Bianca Popescu, Alta: 72% occurred at best dawn or after dark, suggesting that streetlights were not sufficient in these areas, and pedestrians were difficult to see.

168

00:26:27.600 --> 00:26:45.979

Bianca Popescu, Alta: and we found that there are mid block crossings, crashes occurring along Southeast 1, 8, 180 Second Avenue, northeast, 181st Avenue, and during the intersections of Northeast, Burnside Road and Northeast Division Street and West Powell Boulevard and Southwest Highland Drive.

169

00:26:46.807 --> 00:27:00.769

Bianca Popescu, Alta: in those areas mid block signals may be warranted when you, when we're seeing a lot of mid block crashes, when often it's occurring in locations where there's a lot of destinations on both sides of the street.

170

00:27:02.760 --> 00:27:12.329

Bianca Popescu, Alta: The next analysis piece we did was a lighting analysis. We evaluated 160 pedestrian crashes, crashes that occurred after dark on roads and sidewalks.

171

00:27:12.820 --> 00:27:19.720

Bianca Popescu, Alta: So these were 46% of all pedestrian, fatal and serious injury crashes.

172

00:27:20.380 --> 00:27:28.939

Bianca Popescu, Alta: So 86% of these crashes that we evaluated, were reported as being at being in areas where there were street lights.

173

00:27:29.810 --> 00:27:43.000

Bianca Popescu, Alta: Pedestrian crashes after dark were clustered along northeast, Burnside road and northeast Division Street and southeast, 180, Second Avenue and northeast, 181st Avenue at West Powell.

174

00:27:43.440 --> 00:27:49.799

Bianca Popescu, Alta: and also along southeast Division, East Burnside and northeast Halvey street.

175

00:27:50.590 --> 00:27:52.360

Bianca Popescu, Alta: Most oh, sorry. Go ahead.

176

00:27:52.360 --> 00:27:56.920

Mike Sellinger, Alta: One sec. Young guy, I did. Wanna I see we have your hand up, Commissioner, and I did want to highlight that.

177

00:27:57.548 --> 00:28:10.840

Mike Sellinger, Alta: We we have had it flagged that we don't have the correct data for Wood Village. So that is something we are updating. And you can see that the the one location they're showing no lighting. We we do know there actually is some lighting there.

178

00:28:11.580 --> 00:28:12.699

Mike Sellinger, Alta: Commissioner.

179

00:28:12.970 --> 00:28:17.240

Commissioner Jones-Dixon: Just a quick question. The this data is this from the last year, or

180

00:28:17.430 --> 00:28:19.729

Commissioner Jones-Dixon: you know, mess it up for the last 5 years. What's the

181

00:28:20.680 --> 00:28:23.940

Bianca Popescu, Alta: For the crash data that we're looking at. It's the last 10 years.

182

00:28:24.503 --> 00:28:26.910

Bianca Popescu, Alta: From 2013 to 2022.

183

00:28:30.650 --> 00:28:34.469

Bianca Popescu, Alta: And so yeah, the

184

00:28:34.600 --> 00:28:42.690

Bianca Popescu, Alta: the black is showing locations where there is no lighting. But as we said, this location, we're missing some data here.

185

00:28:42.820 --> 00:28:59.060

Bianca Popescu, Alta: and then heavily lit, is the green and the yellow is moderately lit, and most of these crashes were occurring in intersections that were moderately lit. So in yellow locations at the yellow intersections which had about one to 3 light fixtures.

186

00:28:59.280 --> 00:29:04.860

Bianca Popescu, Alta: and even in heavily lit intersections like East Burnside and 181st Street.

187

00:29:06.240 --> 00:29:16.730

Bianca Popescu, Alta: they, if they have a high number of these crashes. We think that it could still benefit from improved pedestrian scale lighting because some of these locations are quite complex and have many lanes

188

00:29:17.650 --> 00:29:20.879

Bianca Popescu, Alta: and many different modes interacting.

189

00:29:22.970 --> 00:29:46.910

Bianca Popescu, Alta: So one thing that we did present a couple meetings ago when we presented our crash analysis is this temporal crash trend analysis. So our typical crash analysis focuses on just crashes occurring in a set window of time. And it's very spatial. But this temporal analysis considered

190

00:29:47.070 --> 00:30:03.990

Bianca Popescu, Alta: when a crash occurred. So, considering the role of time to look at trends that are emerging between looking maybe at just a short short term or seasonal spike, or versus an area where there could be consistent crash patterns.

191

00:30:04.050 --> 00:30:25.020

Bianca Popescu, Alta: So then, looking at the crash data from the last 10 years we could see where there's crashes increasing over time or decreasing or so red is showing where the crashes have been increasing over time. Green is showing where crashes have been decreasing over time, and the black outline is showing hotspots where there's consistently been a high number of crashes over time.

192

00:30:25.380 --> 00:30:38.270

Bianca Popescu, Alta: And so we did take a closer look at 2 locations that we were seeing on this map to be locations of hotspots or locations that were increasing crashes over time.

193

00:30:38.824 --> 00:30:44.209

Bianca Popescu, Alta: And so the 1st location we looked at is northeast Gleason and Northeast

194

00:30:44.660 --> 00:30:46.859

Bianca Popescu, Alta: 223rd Avenue.

195

00:30:46.970 --> 00:30:51.959

Bianca Popescu, Alta: and we took a very high level planning review of those locations.

196

00:30:52.120 --> 00:31:02.939

Bianca Popescu, Alta: So at this intersection there is 51 crashes in the past 10 years with 2 serious injury, crashes one bicycle crash and no pedestrian crashes.

197

00:31:03.310 --> 00:31:18.510

Bianca Popescu, Alta: Most of the crashes over half of them were rear end crashes which have increased in this intersection over time. With 10 of the total 27 rear end crashes occurring in last 2 years. Of the analysis period 2021, and 2022

198

00:31:19.450 --> 00:31:41.800

Bianca Popescu, Alta: characteristics of this intersection is are that it is a 40 mile per hour speed limit. There's no separation for people walking or biking. There are transit stops on all the corners. There's no pedestrian scale lighting, and there's also a right turn slip lane for vehicles, turning right going southeast.

199

00:31:42.260 --> 00:31:56.690

Bianca Popescu, Alta: and again just at a very high level planning review. Some improvements that could be considered could be having longer yellow and all red signal time phases or lead and leading pedestrian intervals, reducing the speed limit

200

00:31:57.130 --> 00:32:00.719

Bianca Popescu, Alta: and narrowing the travel lanes to encourage lower travel speeds

201

00:32:00.900 --> 00:32:03.890

Bianca Popescu, Alta: to help limit rear end crashes.

202

00:32:04.000 --> 00:32:19.720

Bianca Popescu, Alta: and having curb extensions to slow down right, turn vehicles, making right turns and removing that right turn, slip, lane, and then widening and separating the bike lane to have more separation between vehicles and people walking and biking

203

00:32:21.190 --> 00:32:37.589

Bianca Popescu, Alta: another location, we took a closer look at is East Burnside Street and southeast, Dark Street and southeast, 190th Avenue. At this location there were 52 crashes in the past 10 years with one serious injury. Crash! 2 bicycle crashes and 2 pedestrian crashes.

204

00:32:37.960 --> 00:32:49.799

Bianca Popescu, Alta: 42% of crashes here were rear end crashes and 33% were turning movement crashes with no observed increase in specific crash type or contributing circumstances in the 10 years.

205

00:32:50.340 --> 00:33:10.200

Bianca Popescu, Alta: This is a very complex skewed intersection with a 3rd T intersection, just 50 feet west of the main intersection sidewalks. Narrow bike lanes along southeast. Dark streets are at grade rail crossing through, and it really creates a complex scenario for our row users.

206

00:33:10.430 --> 00:33:28.179

Bianca Popescu, Alta: So again, at a very high level planning level, some improvements could include pedestrian scale lighting, not allowing right turns on reds, having curb extensions to slow down right turns and improve safety for the pedestrians. Crossing this very long crossing distance

207

00:33:28.650 --> 00:33:33.330

Bianca Popescu, Alta: and widening, separating and extending the bike lane in the intersection.

208

00:33:33.730 --> 00:33:37.089

Bianca Popescu, Alta: Oh, to the intersection, because it doesn't quite go to the intersection

209

00:33:38.723 --> 00:33:49.409

Bianca Popescu, Alta: and so that's the end of my section. So I'll pass it back to Mike, but also want to pause here. If anyone has any questions before. Mike talks goal setting

210

00:33:51.110 --> 00:34:13.839

Mike Sellinger, Alta: Yeah, and just a reminder before we open it up to questions and comments. This really is just to augment all of the other safety analysis work which hopefully, you've all seen. And if you haven't, we can get you a copy of the memo that includes summary of all the key crash trends, high injury, corridors, equity mapping, developing, statistically significant crash profiles and crash trees

211

00:34:13.860 --> 00:34:26.329

Mike Sellinger, Alta: and things like that. So these these topics you heard today were really, you know what we heard? Were some of the outstanding questions, and hopefully, some of the results have helped answer some of those questions. And yeah, please, any questions or comments. Now

212

00:34:27.099 --> 00:34:33.379

Commissioner Jones-Dixon: Thank you. Thank you, Mike. We'll pass it to Tom and Councilor Simpson. Just want to flag as well. You're more than welcome to ask questions.

213

00:34:34.074 --> 00:34:34.419

Commissioner Jones-Dixon: To

214

00:34:36.520 --> 00:34:43.950

Tom Bouillion, Port of Portland: Yeah, thanks for the presentation. I was a little bit curious about northeast marine Drive. I

215

00:34:44.350 --> 00:34:46.901

Tom Bouillion, Port of Portland: one of the earlier slides, I think, showed

216

00:34:47.590 --> 00:34:55.259

Tom Bouillion, Port of Portland: speed data, and we know, you know, northeast marine Drive is known as a high crash corridor, certainly in the city of Portland.

217

00:34:55.520 --> 00:35:02.268

Tom Bouillion, Port of Portland: So I I guess. I don't know if you have any thoughts or observations about

218

00:35:03.800 --> 00:35:08.327

Tom Bouillion, Port of Portland: You know it. It I would have. I guess I would have expected to see more

219

00:35:09.170 --> 00:35:16.770

Tom Bouillion, Port of Portland: data reflecting that for for that stretch of roadway. But I don't know if you have any thoughts or comments as to why that might be

220

00:35:19.923 --> 00:35:20.670

Mike Sellinger, Alta: One thing

221

00:35:20.670 --> 00:35:26.065

Mike Sellinger, Alta: you can start with Bianca and then hand it off to you. It's just that it it it does drop off as

222

00:35:26.610 --> 00:35:36.319

Mike Sellinger, Alta: high Injury corridor right around the Portland border. So that is something we noticed that it isn't a high injury. Corridor in in East Multnomah County

223

00:35:39.560 --> 00:35:41.839

Tom Bouillion, Port of Portland: Okay, no, thanks. That's good to know.

224

00:35:45.010 --> 00:35:51.989

Bianca Popescu, Alta: Yeah. And sorry. It took me a second to locate it. Yeah, it's not really popping up here. As

225

00:35:52.540 --> 00:35:57.750

Bianca Popescu, Alta: oh, having free flow speeds over significantly over the speed limit.

226

00:35:58.349 --> 00:36:04.080

Bianca Popescu, Alta: This the observed speeds we looked at, for the free flow speeds is from

227

00:36:04.360 --> 00:36:12.180

Bianca Popescu, Alta: midnight, 12 am. To 6 am. So it could have been that maybe the speeding is happening at a different time.

228

00:36:17.160 --> 00:36:26.839

Commissioner Jones-Dixon: And it looks like city manager. Dirtz has a question. So did I hear correctly that the speed study work has been done between the hours of 12 Am. And 6 Am.

229

00:36:28.110 --> 00:36:32.850

Bianca Popescu, Alta: That's where we collected the free flow, observed Speeds

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00:36:33.050 --> 00:36:40.720

Bianca Popescu, Alta: to show. I guess to to show these that are not impacted by congestion.

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00:36:40.850 --> 00:36:49.139

Bianca Popescu, Alta: because during the day, you know, typically speeds are really heavily impacted during congestion. So that's the reason we use those time periods

232

00:36:51.690 --> 00:36:54.739

Commissioner Jones-Dixon: Yeah, sure. Great. Thank you, Greg.

233

00:36:55.230 --> 00:36:58.620

Commissioner Jones-Dixon: And then any other questions move on.

234

00:37:00.890 --> 00:37:05.329

Commissioner Jones-Dixon: I just have one additional question just follow, is there a reason.

235

00:37:06.490 --> 00:37:10.379

Commissioner Jones-Dixon: why we use the 10 year window as far as the the traffic study.

236

00:37:11.230 --> 00:37:17.519

Commissioner Jones-Dixon: We looked at like a smaller. I'm just trying to get an idea, as far as behavior driving behavior, you know, during Covid.

237

00:37:20.520 --> 00:37:23.790

Commissioner Jones-Dixon: Is there a reason why we look at 10 years versus 5? I guess that's my question.

238

00:37:26.140 --> 00:37:30.595

Bianca Popescu, Alta: Yeah. And that's a great question. And with safety data,

239

00:37:31.510 --> 00:37:42.082

Bianca Popescu, Alta: 5 years is a very common window that we look at. Reason we looked at 10 years is because this is, I think, such a

240

00:37:43.119 --> 00:37:48.900

Bianca Popescu, Alta: kind of a more of a long term, and we wanted to get as much data as possible. But

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00:37:49.040 --> 00:37:53.020

Bianca Popescu, Alta: no, Mike, if you have any more intel on, why, 10 years was chosen

242

00:37:53.470 --> 00:37:58.540

Mike Sellinger, Alta: Yeah, and it's not some of the analyses in the the

243

00:37:58.850 --> 00:38:08.510

Mike Sellinger, Alta: overall safety analysis use 5 years of data. So you know, we did have some discussion in the beginning of the projects about the 2 different time periods, and

244

00:38:08.620 --> 00:38:27.709

Mike Sellinger, Alta: you know, I think, in particular, wanting to understand that trends map of where we see the trends going up or down was one of the reasons. We included that full 10 year horizon, and I would have to get back to you. But certainly some of the other analyses are only 5 years of data, including the high injury corridors and some of the other mapping

245

00:38:28.790 --> 00:38:31.640

Commissioner Jones-Dixon: Is it possible? Do you have that? Can you share that?

246

00:38:31.860 --> 00:38:33.920

Commissioner Jones-Dixon: Yeah, glad you're

247

00:38:35.723 --> 00:38:40.599

Commissioner Jones-Dixon: and then only the final question I have is just on that the Gleason quote, or I think the second

248

00:38:40.930 --> 00:38:45.569

Commissioner Jones-Dixon: to the last slide was that vehicles going north or south? Or is it just

249

00:38:45.860 --> 00:38:48.850

Commissioner Jones-Dixon: just in that intersection in general for those like rafters

250

00:38:52.680 --> 00:38:55.330

Bianca Popescu, Alta: Oh, the last slide, or this slide

251

00:38:55.550 --> 00:38:59.190

Mike Sellinger, Alta: That second to last slide with the temporal map trends

252

00:39:02.740 --> 00:39:06.640

Bianca Popescu, Alta: And what specific was the question about North and South

253

00:39:06.850 --> 00:39:07.390

Commissioner Jones-Dixon: Rejoin.

254

00:39:07.390 --> 00:39:07.980

Bianca Popescu, Alta: All right.

255

00:39:08.370 --> 00:39:12.589

Commissioner Jones-Dixon: You said I just was curious. If where the crashes were happening, and

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00:39:12.920 --> 00:39:16.959

Commissioner Jones-Dixon: vehicles going north, south, east, west, or is it just all within that intersection

257

00:39:18.300 --> 00:39:26.050

Bianca Popescu, Alta: Oh, yeah. So these crashes, the 51 crashes were all directions in the intersection. It just if a crash was

258

00:39:26.920 --> 00:39:34.350

Bianca Popescu, Alta: re reported to be. At this intersection it was included. So we didn't, really. We didn't specify the direction

259

00:39:36.410 --> 00:39:36.950

Commissioner Jones-Dixon: Good.

260

00:39:37.660 --> 00:39:57.149

Mike Sellinger, Alta: And that's you know. I think, Commissioner, that's a great something we can look into. And as we're moving forward from here, where we start to look at the high priority projects and corridors and digging into specific countermeasures. You know, that's where we'll have engineers looking at some of those different. What are the actual movements at this intersection that are causing the collisions? And how can we make them safer

261

00:39:57.660 --> 00:40:02.700

Commissioner Jones-Dixon: That'd be great. That would be helpful, I know pretty quickly coming down that hill

262

00:40:04.690 --> 00:40:19.289

Jairo Rios-Campos: Hey, Commissioner, could I ask a follow up question to? To that question? Could could you guys also look in at like time periods? That is a very heavily it's a big corridor for freight. As on the north

263

00:40:19.350 --> 00:40:39.840

Jairo Rios-Campos: northeast side is the wood village town center, and then I know up the street. Is all those warehouses. So it is a connector for a lot of freight. Coming going to and off the I 84 ramps, I think, time would also help identify, or at least, you know, as we're planning for the future.

264

00:40:45.510 --> 00:40:49.770

Mike Sellinger, Alta: Yeah, let's definitely look into that. And thanks for for flagging the freight concern. There

265

00:40:52.010 --> 00:40:53.450

Commissioner Jones-Dixon: I'll hand it back to you, Mike.

266

00:40:54.100 --> 00:41:14.750

Mike Sellinger, Alta: All right. Thank you. So again, just we want to get this conversation going today. So if you go to the next slide, please, and talk a little bit about why we're doing this goal setting exercise. So you know, part of the safe streets, for all funding does require

267

00:41:14.780 --> 00:41:41.450

Mike Sellinger, Alta: a goal around transportation safety. And the reason for that is, it's been proven to be a really effective step to have a commitment from local leaders to just to demonstrate that people at all levels are taking these issues seriously. So it's definitely something we want as an outcome of this work is that commitment from local leaders. And the way we've been talking about it with this project is hoping to have a Muksuck

268

00:41:41.480 --> 00:41:45.619

Mike Sellinger, Alta: be able to reach consensus on what that goal should be for this project, and then bring it back

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00:41:45.690 --> 00:41:52.590

Mike Sellinger, Alta: to your jurisdiction or agency to discuss it, and hopefully adopt it within your agency as well.

270

00:41:53.100 --> 00:42:11.919

Mike Sellinger, Alta: A couple of things on what these goals need to look like. They need to have a specific goal and a timeline for eliminating roadway fatalities and serious injuries. And that's done in one of 2 ways. It can be the most straightforward is to adopt a vision, 0 goal and set a target date for achieving 0 roadway fatalities and serious injuries.

271

00:42:12.010 --> 00:42:22.940

Mike Sellinger, Alta: short of that, is also acceptable to set an ambitious percentage reduction of roadway fatalities and serious injuries with an eventual goal of eliminating roadway fatalities and serious injuries.

272

00:42:23.010 --> 00:42:51.830

Mike Sellinger, Alta: So if you could go to the next slide, please, I did want to just kind of start the conversation with a couple of examples from around the region. So these types of goals are being adopted across the country through as many communities are tackling transportation, safety. And we've also seen a number in our region already adopt goals or in the process of them, Metro has established a vision. 0 goal on the screen is tigers.

273

00:42:52.279 --> 00:42:58.290

Mike Sellinger, Alta: Recent, fairly recent resolution. And they are currently developing their transportation Safety Action Plan.

274

00:42:58.340 --> 00:43:17.890

Mike Sellinger, Alta: Clackamas County has adopted a what they're calling drive to 0, which is the vision 0 goal to reduce fatal and serious injury crashes by 2035. The State of Oregon has said, no deaths or life changing injuries on Oregon's transportation system by 2035 as

275

00:43:17.890 --> 00:43:30.759

Mike Sellinger, Alta: Odot school, and we see Portland's vision, 0 commitment shown up here, as well as well as the city of Hillsborough's vision. 0 also choosing 2035 as their target date.

276

00:43:31.562 --> 00:43:33.330

Mike Sellinger, Alta: So next slide, please.

277

00:43:34.180 --> 00:43:56.019

Mike Sellinger, Alta: So again, today, we want to start this conversation, and we think it'll be. It's a really helpful time in the project as we're getting as we're diving into the actual projects and strategies, and then going to be going back to the community. And and continue agency engagement. For phase 2 we think, having that goal at that stage will really

278

00:43:56.020 --> 00:44:06.029

Mike Sellinger, Alta: really help set the stage and and kind of have a bring, a clear focus to the work, and why we're doing that. So, as I mentioned ideally, we can get there. By the May meeting.

279

00:44:06.280 --> 00:44:21.700

Mike Sellinger, Alta: And I have again just the 2 different ways. You can can satisfy this goal requirement, either vision 0 or an ambitious percentage reduction. And yeah, I really want to just open it up to a muktalk members and hear what you're thinking around this goal.

280

00:44:22.088 --> 00:44:29.609

Mike Sellinger, Alta: What are you in favor of it? What type of goal would you like to achieve? And also, if you have any other questions about the process

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00:44:32.200 --> 00:44:36.160

Commissioner Jones-Dixon: Thank you. Thank you, Mike. Any any questions

282

00:44:37.110 --> 00:44:40.050

Commissioner Jones-Dixon: for now, and I do have a recommendation.

283

00:44:41.430 --> 00:44:42.589

Commissioner Jones-Dixon: Any questions. I'll start there.

284

00:44:45.820 --> 00:44:53.739

Commissioner Jones-Dixon: And just I do have one question, Mike. So is there a reason why we need to have a recommendation by May gonna be June or July, seeing that we're in budget

285

00:44:54.140 --> 00:45:18.159

Mike Sellinger, Alta: Not. I mean, not absolutely you know. It's it's we. We need to have it by the by the end of the project. But as as we've been talking about with the project team, with with Multnomah County, and other jurisdictions, it seems like it'd be a great time to have it by this May meeting, and so we can kind of use it to set the stage when we go to the public. Talking about why we're doing this work and what we're trying to accomplish with the project

286

00:45:21.110 --> 00:45:26.750

Commissioner Jones-Dixon: Got it. Got it. Thank you. Thank you, Mike. So it looks like I can't see everybody on the screen, because the

287

00:45:27.780 --> 00:45:30.009

Commissioner Jones-Dixon: presentation is still still up.

288

00:45:30.170 --> 00:45:33.409

Mike Sellinger, Alta: Oh, yeah, we can bring the presentation down at this point, so we can can see everyone

289

00:45:36.460 --> 00:45:42.869

Commissioner Jones-Dixon: One of the things that popped up in my mind and definitely want to hear from from everyone here to to pathways. We can

290

00:45:43.705 --> 00:45:50.840

Commissioner Jones-Dixon: set up a subcommittee to talk about goals and recommendations and bring them to the body during the next meeting, or we can work together

291

00:45:51.649 --> 00:45:56.320

Commissioner Jones-Dixon: during the next meeting in April, as far as a goal.

292

00:45:56.470 --> 00:46:01.190

Commissioner Jones-Dixon: and I'm open to other other recommendations as as well. Just want to be respectful of

293

00:46:01.540 --> 00:46:06.280

Commissioner Jones-Dixon: everyone's everyone's time, and my staff can take a lead on that between myself and Brendan and

294

00:46:06.440 --> 00:46:07.719

Commissioner Jones-Dixon: our team at the county.

295

00:46:08.090 --> 00:46:11.280

Commissioner Jones-Dixon: But I'm open to other recommendations as well

296

00:46:18.151 --> 00:46:24.659

E'an Todd Fairview: Ian Todd here? I guess my question on this, as far as the timeline on it is

297

00:46:25.150 --> 00:46:32.750

E'an Todd Fairview: so. I mean, we're looking at recommendations how to basically improve like these sort of hotspots, you know, danger spots and so forth.

298

00:46:34.530 --> 00:46:44.320

E'an Todd Fairview: you know. And there's, you know, sort of the best practices are on that list of the extended curbs, and the better marking for bike stuff and the change in the light timing and so forth.

299

00:46:44.440 --> 00:46:51.429

E'an Todd Fairview: But so I mean, what's our funding and timeline? And how does that interact with the rest of the counties

300

00:46:51.980 --> 00:46:59.469

E'an Todd Fairview: as based on last month's discussion? Somewhat strapped transportation budget in the current budget environment.

301

00:46:59.790 --> 00:47:06.039

E'an Todd Fairview: So I'm just thinking about, you know, how do we prioritize these different? You know, spots and intersections.

302

00:47:06.260 --> 00:47:24.030

E'an Todd Fairview: and rather than waiting to fund everything, can we, you know, have sort of a category. a BC list of like this is A, this is a spot that definitely needs work sooner rather than later. So let's do the engineering and information gathering. This is a moderate.

303

00:47:24.250 --> 00:47:28.430

E'an Todd Fairview: moderately problematic area. This is, we like to fix it. But we.

304

00:47:28.560 --> 00:47:31.990

E'an Todd Fairview: you know the other things come first. I'm just kind of wondering.

305

00:47:32.800 --> 00:47:34.679

E'an Todd Fairview: I mean, how that all fits together

306

00:47:38.160 --> 00:47:52.460

Mike Sellinger, Alta: Yeah, I can can start. And I would love if Alison and Mary Jo wanna weigh in from the county's perspective. But you know one outcome of this work is is absolutely a prioritized project list. Of really trying to dive in where you can get the most

307

00:47:52.530 --> 00:48:18.930

Mike Sellinger, Alta: benefit for your investments in terms of safety. So we've already prioritized all of the street segments on some of the safety data to come up with some. The top 10 priority corridors which we're going to be spending more time digging into solutions for. But beyond that we're also prioritizing every street in the project area to understand those different tiers, and where to start

308

00:48:24.450 --> 00:48:49.370

Allison Boyd, Multnomah County: Yeah, I can just add to that, I think, Counselor Todd, you're definitely hitting the nail on the head. We want this plan to be really helping us, you know, work towards having those priorities, and and across all of our jurisdictions in East County, so that we can be working together across jurisdiction to really advocate for funding opportunities as they come to us. So you'll actually be hearing. I think it's the next agenda

309

00:48:49.370 --> 00:48:57.029

Allison Boyd, Multnomah County: item about the Regional flexible Fund allocation. That's 1 of our, you know. Grant opportunities that come up every 3 years for us to be

310

00:48:57.030 --> 00:49:00.829

Mike Sellinger, Alta: Working together in East County, to be pursuing

311

00:49:00.830 --> 00:49:30.690

Allison Boyd, Multnomah County: Funding for some of these safety improvements we need. So we want to continue that work and really be able to give this group a good kind of strategic plan on how we can move forward. So that next phase we will be working a lot on looking at how we prioritize, and we'll also be getting some information from Alta, and we'll be working on like looking at what are different funding opportunities to match up with that action plan that we'll be creating. So those are definitely kind of the next

312

00:49:30.690 --> 00:49:35.040

Allison Boyd, Multnomah County: pieces that we'll be bringing to you over the next few meetings

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00:49:38.780 --> 00:49:40.440

Commissioner Jones-Dixon: And that's that's helpful.

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00:49:41.680 --> 00:49:48.999

Commissioner Jones-Dixon: Is there any opposition to just saying vision? 0 is the goal. And then we can add to that or get into specifics.

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00:49:50.770 --> 00:49:53.530

Commissioner Jones-Dixon: and as opportunity that would tie potentially tie into

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00:49:54.241 --> 00:49:56.420

Commissioner Jones-Dixon: just a rougher ask in the future.

317

00:49:59.300 --> 00:50:01.660

Commissioner Jones-Dixon: start calling on people individually great.

318

00:50:02.120 --> 00:50:06.009

Commissioner Jones-Dixon: From there anybody have? Or is anyone opposed to it? If you're

319

00:50:06.010 --> 00:50:11.520

E'an Todd Fairview: Yeah, no, that sounds that sounds good to me is like that. That being the start point. And then we build from there

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00:50:13.090 --> 00:50:14.010

Commissioner Jones-Dixon: The apples.

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00:50:18.850 --> 00:50:21.980

Commissioner Jones-Dixon: No opposition looks like we're gonna move forward with

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00:50:22.894 --> 00:50:30.290

Commissioner Jones-Dixon: vision 0. And then we'll provide clarity throughout our subsequent meetings. As far as what that looks like and how that ties into the overall plan.

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00:50:30.580 --> 00:50:36.660

Commissioner Jones-Dixon: and it'll increase our chances as far as funding, which is our next presentation.

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00:50:37.830 --> 00:50:45.170

Commissioner Jones-Dixon: Great progress. Progress. Thank you so much, Mike. Thank you, Bianca, for for the presentation.

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00:50:46.410 --> 00:50:51.999

Commissioner Jones-Dixon: Additional questions we'll move on to the next agenda agenda item, which is agenda

326

00:50:52.310 --> 00:50:59.199

Commissioner Jones-Dixon: number 8, the update on the regionable flexible funds, allocation with grace and team. Welcome

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00:51:00.180 --> 00:51:20.060

Grace Cho | Metro | (she/her): Thank you, members, and for having me here today to give an update on the 2028, through 2030, Regional flexible fund allocation, both on the new project bond development as well as the step 2 competitive allocation to local transportation projects. I am just getting my slideshow up

328

00:51:20.462 --> 00:51:32.089

Grace Cho | Metro | (she/her): up on the screen here, and we're really looking forward to getting your comments and questions on both the draft bond allocation scenario as well as the step. 2 technical evaluation results. I'll be going over.

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00:51:32.520 --> 00:51:35.290

Grace Cho | Metro | (she/her): So, beginning with the new project bond.

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00:51:36.000 --> 00:51:53.979

Grace Cho | Metro | (she/her): so at this month's this Thursday's Jpac meeting, the aim is to request. Jpac. Approve the release of the presented draft bond allocation scenario for public comment. I just want to really focus in that. This month's action

331

00:51:53.980 --> 00:52:12.680

Grace Cho | Metro | (she/her): is just about releasing a bond scenario for public comment. It's not taking a final action on the bond itself that is actually scheduled. The actual final action is scheduled for July of 2025. Really, what we're seeking to do is gather some community input

332

00:52:12.800 --> 00:52:28.509

Grace Cho | Metro | (she/her): and provide information to decision makers ahead of the action to approve that bond allocation, that that bonding action, and then the bond, the allocation, amounts to the different projects that would be bond posting recipients. So again, just

333

00:52:28.650 --> 00:52:34.280

Grace Cho | Metro | (she/her): setting some contacts and stage for what's coming ahead this meeting?

334

00:52:34.710 --> 00:52:35.990

Grace Cho | Metro | (she/her): But with that.

335

00:52:36.460 --> 00:53:03.179

Grace Cho | Metro | (she/her): how did we get here to this draft allocation scenario that I'm about to go over and present. I just want to note that we kicked off this process about 9 months ago, when the region adopted the program direction for this Cycles, Regional Flexible Fund allocation which essentially directed Staff to move forward with putting forward a bond proposal for regional consideration.

336

00:53:03.270 --> 00:53:27.509

Grace Cho | Metro | (she/her): Since that effort a lot of work has happened, and in particular, over the past couple of months Metro staff have been presenting to the regional committees different potential scenario options for the bond to garner some input and to get some direction from regional partners as to how to shape a proposed bond scenario

337

00:53:27.660 --> 00:53:30.899

Grace Cho | Metro | (she/her): for consideration, to release for public comment.

338

00:53:31.170 --> 00:53:46.819

Grace Cho | Metro | (she/her): So that really leads us to what we're going to present today. And I just want to note that there were a few key objectives that really shaped the bond scenario that's being put forward in front of

339

00:53:46.960 --> 00:53:59.179

Grace Cho | Metro | (she/her): our regional partners. So the objectives included the 1st being that we would utilize up to the 84 million dollars in estimated bond proceeds available.

340

00:53:59.310 --> 00:54:23.729

Grace Cho | Metro | (she/her): The second was that we wanted to invest into all 5 candidate projects that remained in consideration for the bond. Even if that did mean that no one project receives its full funding request. The 3rd was to actually invest bond proceeds into each candidate project at a level to position the project to advance. This is ultimately where our project, where Metro's

341

00:54:23.910 --> 00:54:39.490

Grace Cho | Metro | (she/her): conversations with the different project teams over the course of the last month really helped us to better understand each project's milestone. Schedule funding strategy needs and use for the bond proceeds to really inform the development of this scenario.

342

00:54:39.620 --> 00:54:53.850

Grace Cho | Metro | (she/her): The 4th was to take a look back at previous allocations of bond, proceeds to similar types of projects, just for a point of comparison, and then, lastly, with having 2 new transit categories open for consideration with this bond

343

00:54:54.439 --> 00:55:01.229

Grace Cho | Metro | (she/her): development process. Considering what that initial level of investment would be for those new categories.

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00:55:01.610 --> 00:55:20.209

Grace Cho | Metro | (she/her): So with that, we'll just take a look at the draft bond allocation scenario so presented on this slide are 3 of the 5 projects identified to receive bond proceeds with the proposed allocation levels the activity in which those bond proceeds would be used for, and a brief description of, the project itself

345

00:55:21.940 --> 00:55:27.010

Grace Cho | Metro | (she/her): following in this slide are the remaining 2 projects that are proposed.

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00:55:30.490 --> 00:55:48.139

Grace Cho | Metro | (she/her): So what's next for the Regional Flexible Fund Bond proposal development, as noted at the March Jpac. Meeting, mentor Staff will present the draft bond allocation scenario and ask Jpac to take an action to release the bond scenario for public comment

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00:55:49.000 --> 00:56:09.310

Grace Cho | Metro | (she/her): following the action to release a public comment. Period is set to open on March 24th and run to April 28.th This is essentially fulfilling one of our program directive objectives, direction objectives where there's an opportunity for the public to comment on the projects included in the bond scenario

348

00:56:10.269 --> 00:56:25.040

Grace Cho | Metro | (she/her): following the public comment period in May and June there'll be opportunities for plenty of discussion on the the bond scenario where those sessions will then lead into

349

00:56:26.070 --> 00:56:33.070

Grace Cho | Metro | (she/her): the into July, where Metro Staff will seek action on the Regional Flexible Fund new Project Bond.

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00:56:35.360 --> 00:56:46.719

Grace Cho | Metro | (she/her): So now, just transitioning and moving on to the 28 through 30 Regional Flexible fund step, 2 competitive allocation process and the draft technical evaluation results.

351

00:56:47.070 --> 00:57:11.209

Grace Cho | Metro | (she/her): Just briefly, a reminder on the Regional Flexible fund step 2 allocation process and outcomes the aims for the step. 2 allocation processes are twofold. The 1st is to allocate these funds in a manner that advance the implementation of our regional transportation plan goals, and then the second is to meet the objectives in the program direction for this cycles. Allocation

352

00:57:12.128 --> 00:57:34.129

Grace Cho | Metro | (she/her): for this cycle available in the step. 2 pot is up to 42 million dollars available for local transportation projects throughout the region. This 42 million makes an assumption around the step, one bond conversation, and that actually, and that moving forward

353

00:57:35.220 --> 00:57:37.240

Grace Cho | Metro | (she/her): 4.

354

00:57:37.590 --> 00:57:39.090

Grace Cho | Metro | (she/her): And then finally,

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00:57:40.070 --> 00:58:04.970

Grace Cho | Metro | (she/her): how we actually build and get to a step. 2 allocation package for consideration really entails several different inputs and components. The 5 bullet points kind of

list, those factors that are included as part of building a step, 2 allocation package. And really, today, what I'll be focusing in on is that second bullet point which is the technical evaluation.

356

00:58:08.170 --> 00:58:36.389

Grace Cho | Metro | (she/her): So how did we get here. Since kicking off the step. 2 effort. Last August a lot has happened which this slide is showing in the fall of 2024, a step to call for projects was held where jurisdictions within Multnom county, and particularly from the east side of the county, submitted a total of 3 applications. Out of the 24 that were received. I want to note that application. Assistance was provided to one of the 3 applications.

357

00:58:36.610 --> 00:58:50.259

Grace Cho | Metro | (she/her): Among the 24 applications received, the total request in regional, flexible funds is about 140 million dollars, which is a little over 3 times the amount of funds available.

358

00:58:52.270 --> 00:59:17.140

Grace Cho | Metro | (she/her): and since those applications were submitted back in late November of 2024, Metro and our consultant team, Kittleson associates have been working on reviewing those applications, and we've been conducting 2 separate technical analyses. One is an outcomes evaluation and the other is a project delivery assessment which I'll just briefly go over.

359

00:59:18.020 --> 00:59:34.061

Grace Cho | Metro | (she/her): So first, st the outcomes evaluation. The purpose of the outcome. Evaluation is just. It's to assess how well the application does in advancing our regional transportation plan goals and regional policy objectives as well as

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00:59:34.940 --> 00:59:45.660

Grace Cho | Metro | (she/her): consistency with regional design guidelines. If you're interested in digging in and learning a little bit more about the outcomes evaluation those.

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00:59:45.980 --> 00:59:55.029

Grace Cho | Metro | (she/her): The details around those materials were included as part of the Jpac packet, as packaged as part of an outcomes evaluation report

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00:59:56.560 --> 01:00:23.869

Grace Cho | Metro | (she/her): following the purpose of the project delivery risk assessment is to flag for potential challenges. The project may face going through the Federal aid process. Knowing that the regional flexible funds are Federal dollars. The project delivery, risk assessment aims to improve project delivery of regional flexible fund, awarded projects, and the associated benefits that can result from that which are identified through different bullets, listed

363

01:00:23.980 --> 01:00:39.460

Grace Cho | Metro | (she/her): again, just noting that the analysis work on the Project delivery Risk assessment was undertaken by our consultant team, Kittleson, which their methodology and approach can be found in greater detail in the technical memorandum which was part of the Jpac packet.

364

01:00:39.950 --> 01:00:49.022

Grace Cho | Metro | (she/her): and lastly, just to note that while both technical evaluations serve as a piece of information to help inform the step. 2 allocation discussions.

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01:00:49.680 --> 01:01:01.230

Grace Cho | Metro | (she/her): Historically, the project delivery risk assessment is typically used to inform the conditions of approval for awarded projects and not not for the building of the Allocation package itself.

366

01:01:03.680 --> 01:01:19.930

Grace Cho | Metro | (she/her): So now that I've walked through the evaluations, I just wanted to briefly share the technical evaluation results for each. So this slide shows a summary of the outcomes, evaluation ratings for all the applications and by each evaluation area

367

01:01:20.515 --> 01:01:24.774

Grace Cho | Metro | (she/her): circled in red boxes are the applications which came from

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01:01:25.530 --> 01:01:30.549

Grace Cho | Metro | (she/her): Multnomah County, as well as the jurisdictions within. From the east side of the county.

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01:01:32.800 --> 01:01:56.169

Grace Cho | Metro | (she/her): Following this slide shows the summary of the project delivery risk assessment results, and again circled in the blue boxes are the applications which came from Multnomah County and the East Side, the eastern part of the county. I do want to note and

recognize. You might not be able to read this very well on the screen. So again, all of this material is encompassed within the Jpac packet materials.

370

01:01:58.260 --> 01:02:18.549

Grace Cho | Metro | (she/her): So what's next for the Regional Flexible fund? Step 2 process well, throughout March. Metro staff will share the technical evaluation results with our regional partners, and our aim is to get the regional the technical evaluations finalized this month in efforts to provide final reports to coordinating committees

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01:02:19.421 --> 01:02:30.029

Grace Cho | Metro | (she/her): following a public comment, period is set to open again late March, and run through the end of April which provides the opportunity to accept public comment on the step. 2 project applications.

372

01:02:30.420 --> 01:02:44.230

Grace Cho | Metro | (she/her): and then in May there are a few different activities occurring. First, st Metro staff will look to compile the public comment summary quickly in efforts to provide that information back to regional partners, including the coordinating committees.

373

01:02:44.770 --> 01:02:54.469

Grace Cho | Metro | (she/her): In the same month. Metro staff will also ask regional partners to weigh in on different concepts for building the step 2 allocation package options.

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01:02:54.850 --> 01:03:09.530

Grace Cho | Metro | (she/her): And then, finally, during the month of May Metro will be asking our regional partners through our through the coordinating committees to identify and communicate their coordinating committee priority if they choose to do so. So this item here highlighted

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01:03:10.104 --> 01:03:16.639

Grace Cho | Metro | (she/her): in June, Metro Staff will present a set of a set of step, 2 allocation package options.

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01:03:16.650 --> 01:03:40.719

Grace Cho | Metro | (she/her): and the packages are meant to garner some discussions, to give staff direction in shaping a step. 2 allocation package to bring forward in July, which Metro will

then put forward the staff recommendation for a step, 2 allocation package as well as the step one, a point one also known as the bond proposal, which is also seeking action.

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01:03:42.110 --> 01:03:43.530

Grace Cho | Metro | (she/her): So with that.

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01:03:44.940 --> 01:03:51.904

Grace Cho | Metro | (she/her): That is my presentation. And happy to take any questions input discussion,

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01:03:53.820 --> 01:04:01.359

Grace Cho | Metro | (she/her): provide an opportunity for discussion going into Thursday's jpart

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01:04:02.570 --> 01:04:06.179

Commissioner Jones-Dixon: Okay, great. Thank you, Grace. John looks like you have the 1st question

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01:04:06.480 --> 01:04:13.439

John Serra, TriMet: Thank you. Chair Jones Dixon, and sorry I was late today just to introduce myself. My name is John Cera. I'm here representing Trimet.

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01:04:13.810 --> 01:04:39.020

John Serra, TriMet: Thank you, Grace, for the presentation today. And again, thank you for all of your work on this Rafa Bond project. I did want to come here today and let this group know that Trimet will unfortunately not be able to support this bond scenario when it comes to Jpec. This week. The funding amounts that have been allocated to the 2 high capacity transit projects as part of this scenario.

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01:04:39.020 --> 01:04:46.089

John Serra, TriMet: 80 Second Avenue and TV Highway are unfortunately not able to support viable projects. We

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01:04:46.600 --> 01:04:52.490

John Serra, TriMet: are concerned by that, and would like to have the opportunity

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01:04:52.570 --> 01:05:14.580

John Serra, TriMet: to take more time to try and develop a plan that allows us to move these projects forward for the community and for you. But we need some more time to do that. So we will be recommending a Jpac this week that we either delay the approval and public comment for this bond scenario.

386

01:05:14.580 --> 01:05:30.360

John Serra, TriMet: or that we release it to the public without funding amounts included, so that we also have more time to come up with a plan that allows us to fund both these high capacity transit projects with funding that is able to make them viable.

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01:05:30.957 --> 01:05:39.530

John Serra, TriMet: Happy to answer questions about our thoughts and work on this if you all have them. But I wanted to let you all know this ahead of Thursday's meeting. Thank you.

388

01:05:42.490 --> 01:05:44.290

Commissioner Jones-Dixon: Thank you. John Mayor Stovall

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01:05:48.880 --> 01:06:07.789

Travis Stovall: Thank you. Chair, John. Thank you for those comments. Just a quick reminder for folks. You know, I actually represent effectively East County on Jpac. And so this is a this is quite the discussion that's going on. It was quite the discussion at the previous

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01:06:08.410 --> 01:06:33.039

Travis Stovall: Jpac. Meeting last month, and there's been quite a quite a bit of chatter since then. So with that said, we need to have a little bit of a robust discussion, as because I don't speak just for the city of Gresham, you know, I'm really representing all of East County, so really need to have some type of direction from Jpac. I mean from a muktuk

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01:06:33.482 --> 01:06:56.100

Travis Stovall: to Jpac to ensure that. You know, I can carry the the will of of this group so with what's been shared both in the presentation and by John kind of the discussion here. I just want to make it clear that we, you know, I'll need some type of direction as we move to have this conversation at the next Jpac. Meeting

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01:07:00.890 --> 01:07:05.990

Commissioner Jones-Dixon: Now, Mayor Stovall, not to put you on the spot. Would you like to share what you're what you're here?

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01:07:06.660 --> 01:07:07.540

Commissioner Jones-Dixon: Yeah, I guess

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01:07:09.030 --> 01:07:37.549

Travis Stovall: Well, I mean what we're what we're hearing is, and similar to kind of what John alluded to is a is a balanced kind of investment across both the high capacity transit solutions and the Sunrise corridor. At least, that's what I'm hearing. I should say. I shouldn't say we, because that's primarily what I'm hearing some type of approach where again? And I think if Sunrise Corridor for those folks who don't know highway 212

395

01:07:38.674 --> 01:07:45.299

Travis Stovall: you know that area in regards to the connectivity through

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01:07:45.610 --> 01:08:08.579

Travis Stovall: the connectivity through Damascus, boring all of those areas, as we all know, sorely, sorely needs a significant investment, and so the request was to have a balanced approach. I wouldn't say balanced some type of investment that went towards some of the initial. Some of the initial investments in the Sunrise corridor

397

01:08:08.580 --> 01:08:24.000

Travis Stovall: which you know would impact the East Side, I think positively. So. That's kind of what I'm I'm hearing are some of the discussions again, from from where we sit in city of Gresham.

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01:08:24.520 --> 01:08:26.520

Travis Stovall: I think they're they're

399

01:08:27.510 --> 01:08:39.710

Travis Stovall: there should be, you know, some level of investments made across the the projects. The amounts not necessarily. Sure. You know, we've we've gotten to the point of of identifying what those amounts should be and could be

400

01:08:44.569 --> 01:08:53.680

Commissioner Jones-Dixon: Any additions, any anyone else, Mayor Councillor Simpson, any other thoughts?

401

01:08:58.340 --> 01:08:59.439

Commissioner Jones-Dixon: Counselor Laney.

402

01:09:03.140 --> 01:09:15.480

Commissioner Jones-Dixon: Councilor Todd, I will say I know that in addition to what you're saying we would like to see, or what you're hearing is more of an event, more investments on the East side, similar to the West side. Is that right? Like the rural East Side? Is that what you're saying?

403

01:09:15.840 --> 01:09:19.089

Travis Stovall: Well, I I mean, ultimately.

404

01:09:19.550 --> 01:09:47.619

Travis Stovall: of course, the high capacity transit solutions, you know, have to be moved forward. You got 80. Second, you got TV highway. You know you, we we have. We have to make these investments in the high capacity transit for sure. But the the big question comes with the distribution of funding, and how much I mean. That's the real conversation you know, that we have to have about what we of what we want to see, and so again I can't speak, for

405

01:09:47.670 --> 01:10:15.589

Travis Stovall: for all of East County I can only speak for kind of my own perspective, not even fully speaking for the city of Gresham. But you know, I think Sunrise Corridors is a critical. I think it's a critical connector throughout the East Side. I think it's, you know. I think we've been talking about it probably since I think I moved to to Oregon, you know, 20 plus years ago. And so it's and these funding decisions are never easy.

406

01:10:15.630 --> 01:10:22.049

Travis Stovall: I mean because similar to what John referenced without the right funding levels, you know, for our high capacity transit solutions.

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01:10:22.410 --> 01:10:24.140

Travis Stovall: We effectively can't build them.

408

01:10:24.180 --> 01:10:48.479

Travis Stovall: you know. And so this is a this is a really challenging conversation that we're having to have. And so it's it's, I think everybody recognizes the needs of of some type of investment that goes across the available projects that we're talking about. But you know, it's many times, and as which is the case right now. It's really the funding levels.

409

01:10:48.520 --> 01:10:54.540

Travis Stovall: you know. And but again, I think the challenge for the challenge for

410

01:10:55.120 --> 01:11:24.130

Travis Stovall: the Sunrise corridor is the fact that if you don't get enough funding, really, you're just, I mean, why, funded at all. I mean, that's that's kind of the challenge that you sometimes that you're running up against, and it's historically been the challenge. So you know I wouldn't. I wouldn't be opposed. And again, Jace, here from the city of Gresham, you know, and and he's way smarter about this stuff than I am. But you know you know from where I sit I wouldn't be opposed.

411

01:11:24.130 --> 01:11:30.350

Travis Stovall: you know, to, you know, moving forward without funding specificities identified in

412

01:11:30.816 --> 01:11:50.409

Travis Stovall: and what we're what we're working on right now, because I think that leaves a little bit of flexibility as we move forward. So there's a lot. There's a lot to this. And I know many of you folks are just getting introduced to the to the discussion right now, or maybe even a little more recently than this.

413

01:11:50.410 --> 01:12:01.770

Travis Stovall: But there's a lot of parts and pieces that are that that we're talking about here from the bond discussion. And then you got the Rafa discussion, which is also something that we're working on

414

01:12:03.490 --> 01:12:04.230

Commissioner Jones-Dixon: But what?

415

01:12:04.960 --> 01:12:11.599

Commissioner Jones-Dixon: Thank you. Thank you. So while we have about 5 min, I'm Gonna punt to Jessica Berry because she's eating right now.

416

01:12:12.007 --> 01:12:19.229

Commissioner Jones-Dixon: Just just the context to to the note that was sent over to me. That would be helpful, because this mayor so well mentioned, I'm brand new

417

01:12:20.740 --> 01:12:40.260

Jessica Berry, Multnomah County (she/her): Sure, and I actually might ask Allison to speak a little bit on this, because she's worked on it a little bit more. But I did want this group to know that Multnomah County also has a project in that bond list, and that is the earthquake ready Burnside Bridge, which we are continuing to try to fund

418

01:12:40.440 --> 01:12:43.019

Jessica Berry, Multnomah County (she/her): so that we can build that project.

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01:12:43.370 --> 01:12:49.479

Jessica Berry, Multnomah County (she/her): And I don't know, Allison. If you have more to say about the process that we've been going through as a team

420

01:12:51.040 --> 01:13:18.519

Allison Boyd, Multnomah County: Yeah, thank you. Jessica, I will just note, yeah, we we knew we were going to have not a lot of time for all the presentations that we have in the agenda today. So I know Grace went through a lot with that rough up presentation. So did wanna kind of make sure that we all are aware of the 5 projects that are in the bond package that are still being discussed. So, in addition to the TV highway

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01:13:18.650 --> 01:13:28.490

Allison Boyd, Multnomah County: transit the 80 Second Avenue Transit Project, the Sunrise one that Mayor Stovall was talking about, and

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01:13:28.670 --> 01:13:54.219

Allison Boyd, Multnomah County: there is also our project for the Burnside Bridge, which is funding the transit components of the bridge. And then there's also the Montgomery Streetcar project from the city of Portland that is included in that list. So for our project on the Burnside Bridge. Some of you who haven't, who are new to amuck, haven't seen all the presentations, but we've been bringing that item

423

01:13:54.220 --> 01:13:59.009

Allison Boyd, Multnomah County: to a mucktuck over the past couple of years, as we've been working through that project.

424

01:13:59.444 --> 01:14:16.370

Allison Boyd, Multnomah County: and looking to include a muktuk in in that, since it is a regionally significant project. So we're replacing the Burnside Bridge. And as part of that, what we applied for under this bond scenario is to include

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01:14:16.370 --> 01:14:34.520

Allison Boyd, Multnomah County: the a bus only lane on the bridge, as well as some transit priority improvements and access to transit improvements that would be along the bridge as well as on the detour routes. As we construct the bridge, so there'd be a lot of

426

01:14:34.520 --> 01:14:59.819

Allison Boyd, Multnomah County: additional support for being able to reconstruct. Bus stops have safer access to those bus stops on reconstructing sidewalks and bike lanes and things like that. So, and the bus only lane is a really important component because of the I think it's like 7 million riders a year go over the bridge on trimet buses.

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01:14:59.820 --> 01:15:09.520

Allison Boyd, Multnomah County: So that helps reliability all the way out to East County, because Line 20 is one of those critical routes that goes along the Burnside corridor.

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01:15:09.740 --> 01:15:15.389

Allison Boyd, Multnomah County: so just wanted to to be able to make sure we all had that information as well

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01:15:16.370 --> 01:15:28.095

Commissioner Jones-Dixon: Appreciate that. Appreciate that, Allison. I know we have 2 min, I know, here in Multnomah County. We're comfortable with moving forward without including funding in the bond, the bond outreach for the bond outreach.

430

01:15:29.870 --> 01:15:37.229

Commissioner Jones-Dixon: Are we any other questions regarding this agenda or this topic or agenda? Item, thank you, Mayor Stovall for the additional content

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01:15:37.570 --> 01:15:38.400

Commissioner Jones-Dixon: context

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01:15:40.218 --> 01:15:56.610

E'an Todd Fairview: I'm just curious. I'm on the Rose Festival Board, and happy to have grand floral back downtown. But we're not going over the bridge. But you know my interest. Selfish interest from the Rose Festival perspective is going to be the brand new bridge will support floats going over the new bridge.

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01:15:56.760 --> 01:15:59.710

E'an Todd Fairview: That's my main interest in in the new bridge, but

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01:16:02.090 --> 01:16:04.289

Commissioner Jones-Dixon: I can save that for the next meeting, or have that

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01:16:04.540 --> 01:16:11.160

Commissioner Jones-Dixon: that we're at the at the end, unless someone has a quick response to that question Counselor Todd

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01:16:12.330 --> 01:16:19.450

Jessica Berry, Multnomah County (she/her): Well, I imagine it would. It will floats will fit, I assume, because we have to build it for freight vehicles as well.

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01:16:20.140 --> 01:16:24.710

Jessica Berry, Multnomah County (she/her): But I I don't know the size of a float. I think it's really interesting.

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01:16:25.240 --> 01:16:26.480

Jessica Berry, Multnomah County (she/her): We'll investigate

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01:16:28.310 --> 01:16:35.540

Commissioner Jones-Dixon: Okay, thank you, Jessica. I just want to check in with the committee committee members. Everyone. Okay with moving forward with the support

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01:16:36.486 --> 01:16:41.570

Commissioner Jones-Dixon: without the including funding and the bond, or for the bond

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01:16:43.065 --> 01:17:07.100

Jairo Rios-Campos: Commissioner, just, I guess real quick. So Mayor Stovall is, is that your recommendation as our representative on Jpeg, that that's what we move forward and support just being new, just as yourself. Commissioner, you know, not truly knowing all those projects on that list and and ensuring that. Yeah, we want to make sure that our voice in East County is fully being

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01:17:07.421 --> 01:17:14.809

Jairo Rios-Campos: you know. Also, a a piece of what Jpeg wants to do so is is, is kind of that. My understanding statement, Mayor

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01:17:15.380 --> 01:17:37.849

Travis Stovall: Well, great question, Mayor. You know I can't say that it's a full recommendation, you know, from me, just because I think this is this is absolutely so dynamic. I mean, I didn't. I didn't leave out the Burnside bridge, because Burnside Bridge, of course, is one of the projects. You know the question was for me, What am I? What am I hearing? And so the Burnside bridge is absolutely something

444

01:17:37.850 --> 01:17:59.639

Travis Stovall: that needs needs replacement has to have funding and the component of the high capacity transit or actually transit on the bridge. Of course I'm a former transit board member, so as you can imagine, I am fully supportive of transit on any on anything we build. So yeah, I mean, I wouldn't say it's a full recommendation.

445

01:18:00.046 --> 01:18:14.263

Travis Stovall: Because again, I haven't been able to been able to caucus with enough folks to get that to be a full recommendation. But I would say, you know, for for Thursday I would recommend that.

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01:18:15.240 --> 01:18:24.710

Travis Stovall: this group kind of give me the direction to to move forward with kind of the, you know.

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01:18:24.850 --> 01:18:49.700

Travis Stovall: There's I think that recommendation is something, or that move forward is something that would be sufficient for the majority of folks on on jp, to move forward with kind of the bond recommendation without specific funding levels. I think I know, based on what I believe. I believe that's a position that would be supported.

448

01:18:50.140 --> 01:19:18.769

Travis Stovall: And so again, the only reason I'm not, you know, definitively saying, that's a full recommendation, because I just haven't had enough opportunity to talk with enough folks about it, and be confident that it that it could be a recommendation. I'm just basing it on, you know my experience. What I what I've been hearing and what I'm thinking would be a best path forward, because I I believe it still moves. The effort forward allows for us to continue the conversation discussion without specifics just yet.

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01:19:20.750 --> 01:19:38.120

Travis Stovall: So yeah, if chair from mucktuck is comfortable, you know, giving me direction to be able to have the flexibility to to represent us in that regard. Moving forward the best options that meets the region's needs. Then that would I would be comfortable moving forward with that

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01:19:42.800 --> 01:19:44.000

Commissioner Jones-Dixon: Any opposition.

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01:19:44.750 --> 01:19:47.919

Commissioner Jones-Dixon: And does that answer your question, Mayor Rios.

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01:19:49.050 --> 01:19:51.349

Commissioner Jones-Dixon: I would say, yes, Mayor Stovall

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01:19:51.770 --> 01:19:54.070

Travis Stovall: All right. We'll represent well.

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01:19:54.720 --> 01:19:55.970

Commissioner Jones-Dixon: Always do.

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01:19:57.850 --> 01:20:05.949

Commissioner Jones-Dixon: we will move on to agenda. Item 9, the Trimet safety presentation. And thank you, Staff, and everyone for working through that with us

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01:20:07.950 --> 01:20:09.689

Commissioner Jones-Dixon: it is all the way

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01:20:09.840 --> 01:20:18.089

Andrew Wilson: Jones. Dixon, yeah. I think you guys are going to be bringing that up. If not, I can share my screen. Yep, there it comes. Thanks, Trini.

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01:20:20.080 --> 01:20:49.129

Andrew Wilson: so gonna be going through a kind of Powerpoint presentation here that we've been putting out to others out in our community. But really excited to be here with you all today. Mayor Stovall knows this, but I grew up in Gresham, currently live in Gresham, raised my 3 kids in Gresham and Go Bruins just brought home the State basketball championship the 1st time ever Tj. Read the stories, guys. It was a. It was a beautiful thing at up.

459

01:20:49.130 --> 01:21:09.499

Andrew Wilson: anyway, I'll it was really great to just kind of listen in and hear what you guys are up to. And so I want to give you a brief update on what Trimet's been doing. And just you know, I think we owe to you to get back out and talk about the fun things that we've been up to here at Trimet, and some good things for our community. So if we could progress to the next slide, please.

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01:21:09.740 --> 01:21:27.540

Andrew Wilson: so you all might remember. But we went through a very significant reimagine public safety campaign in 2020 and 21. We built some teams which have now been nationally recognized in terms of the work that they're doing out there. And I'm going to

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01:21:27.590 --> 01:21:49.299

Andrew Wilson: share a little bit about some of the results that some of these groups have been able to bring to the system to really provide more safety and really bring down some of the crime rates, but also provide a perception of public safety, so that people are more comfortable using transit again, for all the wonderful reasons that we want to support transit in our communities.

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01:21:49.300 --> 01:21:57.820

Andrew Wilson: So there's 5 different types of teams that we have on the system. Obviously, we still have transit police in the position. There is a Multnomah County sheriff's department.

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01:21:57.820 --> 01:22:16.760

Andrew Wilson: with several other agencies that are contributing officers as well, to transit police. We also have transit security officers out there. This is an unarmed security presence at locations on vehicles. You'll see them out there if you ride right now. You're going to see a lot more security, and I'll talk about that here in a minute.

464

01:22:16.880 --> 01:22:22.779

Andrew Wilson: We also have our customer safety supervisors, who do all of our code and fare enforcement.

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01:22:22.890 --> 01:22:33.969

Andrew Wilson: Trimet is a paid fare system. But but all of our code and fare enforcement is now done by trimet employees no longer. Law enforcement law enforcement doesn't participate in fare enforcement activities.

466

01:22:34.543 --> 01:22:41.476

Andrew Wilson: We also have our customer safety officers. Those are, additional security personnel that really just

467

01:22:42.020 --> 01:23:03.380

Andrew Wilson: protect our customer safety supervisors when they go out and do code enforcement and fare enforcement work. So if you've written late recently, we've seen a huge uptick the amount of code enforcement that's out there. So you'll you'll interact with our customer safety supervisors. The good news is, we're getting great feedback on that from the community. That it's done in an unbiased and professional way.

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01:23:03.684 --> 01:23:12.830

Andrew Wilson: And that's very different than some of the feedback got before. So we're really proud of the team's work out there. And lastly, we have our safety response team.

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01:23:12.940 --> 01:23:33.759

Andrew Wilson: And this is a team that is really focused on the most vulnerable in our community. So they're doing a lot of behavioral health outreach and providing things like naran and water bottles and socks and granola bars, and, most importantly, connection to local mental health

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01:23:33.940 --> 01:24:01.480

Andrew Wilson: and houselessness type services. I've been out with this team several times. They actually walk folks to different locations, ride the system with them. They really do a lot of outreach on the vehicles, but also on this, on the stations and platforms connecting people to local services, we get a lot of letters related to safety response team, a lot of community support for the safety response teams efforts, as we all deal with some very, very difficult circumstances

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01:24:01.950 --> 01:24:19.469

Andrew Wilson: out on our systems. And so it's really necessary to have groups like the safety response team out there, really addressing some needs that really were not as significant 5 or 6 years ago, but now are very significant out on the system. And so if we go to the next slide, please.

472

01:24:19.500 --> 01:24:36.339

Andrew Wilson: I I do want to just kind of tell everybody on this call. Make sure that everybody understands that we're. This isn't necessarily just a thing in Portland. We have our own issues here in Portland that we're working through. But we've seen some significant high profile incidents around the country

473

01:24:36.340 --> 01:24:55.710

Andrew Wilson: different. I do a lot of traveling and speaking at different events in different areas, and I try to make sure that I'm bringing back all of the success stories that folks are having, but just so that you know. And this what this slide is meant to do is to just make sure people understand that public transit in general is dealing with a lot of issues

474

01:24:55.710 --> 01:25:18.344

Andrew Wilson: over these last several years in particular. Now I get to go share some slides about some really good success stories. Some of our peers have not reached that yet. They're just now dealing with the throws of Fentanyl. They're just now dealing with houselessness issues that are really large on their system. And of course we've been dealing with that for several years. And so but I just point that out because,

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01:25:18.700 --> 01:25:27.650

Andrew Wilson: this is kind of a a national problem. But we've got some really good unique approaches here in Portland for what we're dealing with. So if we go to the next slide.

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01:25:27.720 --> 01:25:52.250

Andrew Wilson: so these are a couple of quick stats. But I just wanna let you know that our calls for police services have been completely coming down since 2021. So really good. You know, trend line here. The busiest call volume times are between 7, or it's usually in that 7 Am. Hour, but it's also between 4 and 10. So that's when you'll see most of our personnel out there is during those commute hours.

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01:25:52.260 --> 01:26:04.989

Andrew Wilson: and we do have 3 transit police precincts, one at the Central, which is our Public Safety Office, which I know some of you have been out to. We also have one at Beaverton, and we also have a station out of Cox Town center as well.

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01:26:05.530 --> 01:26:07.589

Andrew Wilson: and if we go to the next slide

479

01:26:08.085 --> 01:26:11.759

Andrew Wilson: you can see. Now, we have more than 8,000 cameras out on the system.

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01:26:12.221 --> 01:26:20.959

Andrew Wilson: Dispatch calls for police service over 2024. You kind of see, this is really just that last quarter in the previous or the last year in that previous slide

481

01:26:20.960 --> 01:26:47.029

Andrew Wilson: quarter one was really impacted by the ice storm. So you can kind of see why that quarter is so low. But you can see some significant declines in things like assault and robbery from 2022. So some of the more heavy prime issues have really been coming down on the system, and I want to make sure that you all are aware of that at your circles of influence that you can kind of talk about the changes that have been made to try that as well.

482

01:26:47.330 --> 01:27:06.209

Andrew Wilson: So next slide this is just another priority levels calls for police service. You can kind of. See, we're dealing with now. More non emergency calls. And we we are emergency. You can kind of see that trend line coming down again. This speaks to a lot of times when you're dealing with someone that's dealing with the throes of

483

01:27:06.210 --> 01:27:26.220

Andrew Wilson: houseless or mental health or drug addiction. A law enforcement response is not your best response for that issue, and the law Enforcement personnel themselves will tell

you that they like to have folks like the Safety Response team to deal with some of the challenges that are out there that they'll see that they will get a 911 phone call for as well. There's a Guy, next to me looks scary. I don't know.

484

01:27:26.220 --> 01:27:33.884

Andrew Wilson: He's talking to himself, you know those kinds of things. Those are not great positions to put an armed law enforcement professional in. And so we built a really good

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01:27:34.504 --> 01:27:40.190

Andrew Wilson: response capability for that. And so if we go to the next slide, we'll talk about staffing.

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01:27:40.520 --> 01:28:06.459

Andrew Wilson: So you can see our transit police division was 18 in 2022. It's still only 22 people out there. We're building that back up. We've got some partnerships that we're working on with Ppb. And Port of Portland and some others, but so you'll see those numbers come up. But really the drastic large increases have been in unarmed personnel, so everybody else outside of the Transit police division are unarmed.

487

01:28:06.881 --> 01:28:16.220

Andrew Wilson: But you can see those numbers. Coming up pretty significantly to the point now, where we have almost 500 folks working in our safety and security division.

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01:28:16.220 --> 01:28:42.520

Andrew Wilson: I also mentioned that we built our on street customer service up quite a bit as well. This doesn't report up through customer or through safety security. But it is also presence, and one of the things that we've heard loud and clear from our survey work and our partners is they want to see more presence out on the system. They want to see. More personnel, not necessarily armed law enforcement, but just more personnel out there doing wayfinding and addressing the needs that are out there.

489

01:28:42.978 --> 01:29:00.020

Andrew Wilson: And I'm gonna talk about a little while, a very new, as of last September. We've opened a a security Operations center, which is 24 HA day, which dispatches all of this personnel, and I'll talk a little bit more about that on the next in a couple of slides. Actually. So next slide, please.

490

01:29:00.830 --> 01:29:24.800

Andrew Wilson: I also want to say that we've we've built a very strong partnership with the district attorney's office and Multnomah County district attorney's office. We have 2 das that now work on site at our public safety office alongside 2 da investigators. So that's a contract direct with Trimet. They work at our Public Safety office. They work with our surveillance teams, they work with transit, police and security to hold people accountable

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01:29:24.870 --> 01:29:49.860

Andrew Wilson: and make sure that those that are breaking the law are being held accountable. This has given us a great ability to make sure that's happening, particularly in like the misdemeanor cases where you could have somebody who like likes to break glass or likes to spit on operators, and they're kind of they're falling through the cracks at the misdemeanor level. But they're actually getting held accountable by kind of collating 10 or 15 or 20 of those cases.

492

01:29:49.860 --> 01:29:59.499

Andrew Wilson: making sure that person gets the help they need to not live that lifestyle. So it, you know, the district attorney's office is is really helping us with that. And that's been a key partnership for us.

493

01:30:00.090 --> 01:30:01.580

Andrew Wilson: Next slide, please.

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01:30:01.880 --> 01:30:25.050

Andrew Wilson: making you all aware you may have seen this, but we did have some great support for Senate Bill 1553, which really criminalized and made a misdemeanor, a. For using drugs out on vehicles. HP. 4,002 went into effect back last September. You remember that moved open use of drugs to a misdemeanor. B

495

01:30:25.582 --> 01:30:30.119

Andrew Wilson: but using it on a vehicle in an enclosed space is a whole different level.

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01:30:30.160 --> 01:30:47.930

Andrew Wilson: and so that we were able to get the support from the legislature to move that to a misdemeanor. A. And that went into effect on January first.st And we're already seeing arrests related to this activity. It's so vital to us from a safety security standpoint that no one should have to witness open drug use while writing on the system, particularly smoking.

497

01:30:47.930 --> 01:31:08.279

Andrew Wilson: which affects others in an enclosed space. So really appreciate the support. For from the legislature. And we're we're back down there again with some additional bills this year related to operator assault and and trying to move up some penalties for that as well. So this is just something to be aware of, and we'll go to the next slide.

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01:31:09.370 --> 01:31:20.630

Andrew Wilson: So a couple real key pieces. I want to make sure everybody has. You know, we did open a security operations center 24 HA day. We've got dispatchers that were actually trained

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01:31:20.986 --> 01:31:42.460

Andrew Wilson: up in up at Dpsst. The same place, that same type of training that 9 1. 1. Operators get to be able to answer communication from all over the system that's coming in through text that's coming in through calls into customer service that's coming in through our blue light phones. You can see that middle

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01:31:42.460 --> 01:31:54.960

Andrew Wilson: station. If you drive the Banfield right now you write the blue line. You'll see our blue lights out there on all the stations. Those are moving to all stations and platforms that we own at Trimet this year, so you'll see those all over again.

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01:31:55.245 --> 01:32:14.099

Andrew Wilson: We see activity on those. But I'll just tell you that a lot of it is relating to public perception, too. And we're seeing some declines in types of activity that we were seeing in 2021 and 22 in particular things like drug use, etc, those declining on platforms where the security stanchion is is set up as well. So

502

01:32:14.100 --> 01:32:37.889

Andrew Wilson: a lot of calls are coming into those 2 for medical responses, and some of those have have resulted in folks applying Narcan so these could be saving lives. You assume everybody's got a cell phone nowadays, but not everyone's got one charged, and it's good to have that, but to be able to press and get directly in touch with the 24 h Security Center to be able to dispatch those 494 personnel that we have out there. Now.

503

01:32:38.550 --> 01:32:55.940

Andrew Wilson: couple other updates. And I'm this is kind of part of a longer presentation, but I'm trying to kind of cut it short to keep you guys leave room for questions as well. But we we did

install operator safety panels on all of our buses. So you'll see all the buses. Now have a safety panel protecting our operators.

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01:32:55.940 --> 01:33:14.270

Andrew Wilson: We're expanding our access control, particularly at elevators where you have to prove that you're a paid fare rider to be able to use the elevator from stations technically. If you're on that station you should be a paid fare rider already. And so, using our elevators, we're trying to free up our elevators for whom they're attended for

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01:33:14.270 --> 01:33:21.980

Andrew Wilson: versus other kinds of nefarious activity which can occur in elevators. And this is an innovative approach that we're taking here at Trinet.

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01:33:22.260 --> 01:33:48.090

Andrew Wilson: And you'll see this out. It's already out at 40, second, or Hollywood. You'll see it on the 60th platform as well as 80. Second here shortly. Now we're gonna expand from there. There's now safety monitors on all of buses as well. This is just like what you see at Fred Meyer with the you're on candid camera. Real time screens above your head. But those are on all of our buses. So if you ride one of our buses now, you'll see those directly behind the operator.

507

01:33:48.200 --> 01:34:14.740

Andrew Wilson: and we also continue to do improve lighting and and open area adjustments which are related to crime prevention through environmental design. Or you'll hear sometimes people say that, Sept Head, this is some work that we just actually did recently out Aggresham Transit Center. You'll see kind of a lot more surveillance. You'll see a lot more lighting up, and you'll see a lot more sightline improvements over by the regalman's appliance.

508

01:34:15.121 --> 01:34:29.380

Andrew Wilson: Mayor Stovall knows we're right where that is. But over there a little warehouse there you'll see all those shrubs cut back so people can't kind of hide off in the bushes, and it just improves that dynamic attacking, that public perception of safety and really helping with security.

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01:34:29.991 --> 01:34:32.429

Andrew Wilson: And then we can go to the next slide

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01:34:32.730 --> 01:34:59.400

Andrew Wilson: again. When you think about public perception. Cleaning is so important. A lot of times what people see if you see a dirty platform, you see rubbish kind of spread around. You see, bio waste etc. It just makes you think this is not a safe environment. I don't want to ride this system. So we've really also put our money where our mouth is with trying to really enhance the cleaning. So you're gonna see a lot more cleanly platforms, even the right away itself. We've really worked on very hard.

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01:34:59.400 --> 01:35:13.740

Andrew Wilson: you remember, back in 2122. If you were writing, you see a lot of rubbish in the right of way, some of it blown off from other areas. But what we really focus on cleaning that up because we want to create an inviting comfortable space for people to use the system

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01:35:14.460 --> 01:35:16.410

Andrew Wilson: and next slide, please.

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01:35:17.221 --> 01:35:41.469

Andrew Wilson: So again, some of our key goals this year continue to expand the overall security presence providing enhanced de-escalation training to all frontline employees. We already have a lot of that. But we're trying to give the de-escalation training that we currently provide to our safety and security staff, to our operators and our facilities, cleaners, etc. So we're really stepping up the game and de-escalation.

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01:35:41.861 --> 01:36:05.869

Andrew Wilson: We're enhancing education of Trimet's rules for writing out in the community. You'll see a lot more of that Youtube, or just commercials about rules for writing. We are increasing code enforcement, like I told you about. Again. Feedback on that so far has been very good, though. Which is very important to me that we have a very well functioning professional system which is free of bias. And so far so good.

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01:36:05.870 --> 01:36:26.739

Andrew Wilson: We also have a continuing crime prevention through environmental design. I talked to you about that. But you'll see a lot more security cameras if you go to Rose Quarter right now. It's lit up like a aircraft carrier underneath. There you'll see it's just light and I love that stuff because it just creates an inviting kind of environment to go down and watch a blazer game, etc. You feel safer in that environment. That's what Septech should do.

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01:36:27.200 --> 01:36:44.879

Andrew Wilson: and the last slide is just kind of a plug for how to get in touch with our security operations center. You can text or call that 2, 3, 8 ride. You can also press a blue light phone. You can also get on trimet.org, and there's a little security button on that. You can click on. And you can literally, text

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01:36:44.980 --> 01:36:59.510

Andrew Wilson: or type. Out with a person there in our 24 h Dispatch Center as well, if you're in need of security. So we wanted to get out in front of you and give you guys an update. But I'm available for any questions that you might have, too. So with that, all I'll end

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01:37:00.180 --> 01:37:05.870

Commissioner Jones-Dixon: Great. Thank you. Thank you, Andrew, for just just update any questions from committee members

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01:37:11.680 --> 01:37:13.520

Commissioner Jones-Dixon: like no questions.

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01:37:14.310 --> 01:37:22.040

Commissioner Jones-Dixon: Again, I'll say thank you again. It's seen and it's felt. And you have take my taking my kids on on the bus, especially the Fx line. And

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01:37:22.655 --> 01:37:24.490

Commissioner Jones-Dixon: so yeah, again, thank you for

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01:37:25.000 --> 01:37:29.690

Commissioner Jones-Dixon: for your service and for the improvements, and also for just

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01:37:30.150 --> 01:37:34.250

Commissioner Jones-Dixon: the presentation was I didn't. I didn't know but it seemed so

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01:37:34.650 --> 01:37:50.960

Andrew Wilson: Hey? We got more work to do. But I love that. You're taking your kids out there on the Fx line. Thank you. I appreciate that. You know I talk about this a lot. I used to take my kids on the blue line all the way to the Zoo all the time. I never thought about safety. We need to get back to that. So this is what we're working towards.

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01:37:53.370 --> 01:38:00.089

Commissioner Jones-Dixon: Yeah, thank you for for the update. And we'll move on to the next agenda item, which is the Jpeg

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01:38:00.320 --> 01:38:01.300

Commissioner Jones-Dixon: member

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01:38:01.440 --> 01:38:06.859

Commissioner Jones-Dixon: update. But, Mr. Stovall, is there anything, or Mayor Stovall? Is there anything else that you would add to what you shared earlier

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01:38:07.612 --> 01:38:23.700

Travis Stovall: No, those are the key things that we discussed. At the last Jpac. The critical piece was the was the bond discussion and some of the Rafa introductions. So with that I will save us some time and turn it back over to you. Chair

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01:38:24.350 --> 01:38:28.930

Commissioner Jones-Dixon: Thank you, and I will see. Is Elliott rose? You are here? Hello!

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01:38:29.060 --> 01:38:30.389

Commissioner Jones-Dixon: You have an update for us.

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01:38:31.090 --> 01:38:47.872

Eliot Rose (Portland Metro, he/him): I do. Yeah, thanks. Chair. Jones Dixon. This is tpacked. Is this Thursday on March 20, th from 7, 30 to 9 30. Sorry I said. Tpac. I meant jpaced. It's 1 of those days so J. Pact, yes, it's on Thursday. And

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01:38:48.530 --> 01:39:01.659

Eliot Rose (Portland Metro, he/him): we already heard a lot about, you know, one of the I about a couple of the items, so we'll be getting some information on Rafa step 2, and then the second action I. And then

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01:39:01.860 --> 01:39:06.807

Eliot Rose (Portland Metro, he/him): we have a a couple different action items, including

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01:39:09.000 --> 01:39:26.609

Eliot Rose (Portland Metro, he/him): a rose quarter, Mt. A. Rose quarter, related Mtip amendment that was discussed at Jpac last month. Odot, Odot, and Portland Staff, and others who are other stakeholders in the project, were on hand to just give a preview of what that amendment would involve and give a progress. Update, answer questions about the project.

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01:39:27.210 --> 01:39:50.679

Eliot Rose (Portland Metro, he/him): Then we had a action to release the Rafa step one, a bond, those transit supported projects for public comment. Grace really did an excellent job discussing that decision and what it would entail. And I really appreciate all the discussion I heard among members today happy to answer any questions about that. But I feel like we've covered that one pretty well.

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01:39:50.880 --> 01:40:20.570

Eliot Rose (Portland Metro, he/him): And then the last the only information and discussion item on the agenda is an introduction to the forthcoming Federal service transportation reauthorization bill featuring both Metros, lobbyists and Beth Osborne of transportation for America, which has been very busy kind of understanding the current state of the Federal funding situation with respect to transportation, so expect that to be a very informative item. That's the jpaced agenda for for this week

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01:40:21.930 --> 01:40:25.430

Commissioner Jones-Dixon: Okay, great. Thank you. Thank you, Elliot, for that. Update.

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01:40:26.474 --> 01:40:38.540

Commissioner Jones-Dixon: Any agency updates. And we'll start with Metro looks like council President or Council. President Simpson is offline. So we'll move on to Odot as far as updates, unless there's anything else, Elliot, that you think we should know from Metro.

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01:40:40.820 --> 01:40:41.560

Commissioner Jones-Dixon: Go ahead

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01:40:41.560 --> 01:40:46.282

Glen Bolen, ODOT (he/him): Yeah, hey? There, thank you, Commissioner John Dixon. I got a few things here to mention

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01:40:47.590 --> 01:41:03.590

Glen Bolen, ODOT (he/him): one. I know this. It has come to this group's attention a couple times with some issues, with cars using multi-use paths. So there has been a significant effort here. I think we've spent out \$450,000 on a whole series of bollards for the I 205,

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01:41:03.630 --> 01:41:22.789

Glen Bolen, ODOT (he/him): ie. 4 bike paths, you know, between 120 second 181.st So bunch of locations, anyway, to keep people from driving where they're not supposed to be driving super expensive makes common sense. They'll make it so. I think it'll be a great thing for the area I also wanted to mention, in case folks don't know that the

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01:41:23.000 --> 01:41:49.990

Glen Bolen, ODOT (he/him): historic Columbia River highway has closed up near Crown Point we had a this is, I know it's just past your boundary, but a lot of folks will get up there, so I'll share it in case you want to share this with your staffs so they can share on their pages. But the road the roadbed has settled and sank, and they just like oh, no, they not even allowing bicycles or pedestrians on it. So it's a real safety concern. So thought I'd share that with you all, and then that's it for today.

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01:41:50.750 --> 01:41:59.920

Commissioner Jones-Dixon: Great. Thank you. Thank you, Glenn. Then let's move on to. I think port of Portland have to jump off. Let's go to Trimet, so either Andrew or

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01:42:03.670 --> 01:42:06.609

Andrew Wilson: Think it'll be, hey, John? I think John's got it

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01:42:06.920 --> 01:42:10.100

John Serra, TriMet: Cherry Jones. Dixon, can you hear me now? Sorry I'm driving

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01:42:10.380 --> 01:42:14.110

Commissioner Jones-Dixon: Really we can't.

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01:42:15.000 --> 01:42:15.930

Commissioner Jones-Dixon: Now we can

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01:42:16.890 --> 01:42:18.770

John Serra, TriMet: Can you hear me? Sorry? Sorry. Y'all

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01:42:21.090 --> 01:42:22.170

Andrew Wilson: We can hear you, John.

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01:42:22.470 --> 01:42:32.090

John Serra, TriMet: Oh, okay, thanks. Sorry. I'm in a different vehicle than I'm used to. I don't think I've actually got a another update for you all. I think you heard a lot from Trimet today. But please let me know if you have any questions

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01:42:32.660 --> 01:42:33.880

Commissioner Jones-Dixon: Well, Dude, thank you.

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01:42:34.680 --> 01:42:41.700

Commissioner Jones-Dixon: Move on to Fairview, Sarah. Any updates for us or

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01:42:44.180 --> 01:42:46.739

Sarah Selden, Fairview Community Development Director (she/her): Councillor Todd, did you have any updates that you want to share

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01:42:48.400 --> 01:42:50.130

E'an Todd Fairview: No, I think

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01:42:51.270 --> 01:43:02.190

E'an Todd Fairview: no, I don't think other than we had that really great presentation about the Sandy boulevard. You know the information gathering and so forth. And just

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01:43:02.410 --> 01:43:07.519

E'an Todd Fairview: when I mentioned that to residents, they're all like, Yeah, it really needs help, you know.

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01:43:07.930 --> 01:43:09.250

E'an Todd Fairview: And

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01:43:09.500 --> 01:43:16.549

E'an Todd Fairview: there's an issue also with trailer dumping there. We had one get pulled out, and it got replaced with another one

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01:43:16.790 --> 01:43:22.279

E'an Todd Fairview: full of pallets that's in the same spot as the one that almost tipped over and got removed. So

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01:43:22.460 --> 01:43:26.980

E'an Todd Fairview: and that's right in that stretch where they're planning on doing the improvements. So

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01:43:27.080 --> 01:43:33.239

E'an Todd Fairview: it you know, it definitely needs help, and looking forward to more information on that as it goes forward. I don't have anything else from fair, though.

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01:43:35.780 --> 01:43:40.030

Commissioner Jones-Dixon: Nice, Todd City, Aggresham, Mayor Stovall. Any additional updates

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01:43:40.220 --> 01:43:52.099

Travis Stovall: I'll just give a quick update. We have started a big project on division between between Walula, all the way down past

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01:43:52.600 --> 01:44:11.839

Travis Stovall: past Birdsdale. I believe it is where we're we're adding active transit lanes. So if you're driving through division in that area, you'll see quite a bit of work being done there sadly, we had to take out a number of trees to make that happen. So that was disappointing. But

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01:44:12.160 --> 01:44:25.610

Travis Stovall: it's you know, we're set to improve active transit through that area which is sorely, sorely needed. So it's a big project. But that's a big project that we're doing in transportation. Jay, do you have anything else to add?

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01:44:27.140 --> 01:44:28.890

Travis Stovall: He says, no, we're good

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01:44:30.840 --> 01:44:31.889

Commissioner Jones-Dixon: In the city tomorrow.

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01:44:32.788 --> 01:44:35.580

Commissioner Jones-Dixon: We'll move on to Francesca

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01:44:37.180 --> 01:45:01.379

Francesca Jones (she/her), City of Portland PBOT: There. Thanks so much. I just dropped in the chat that Pbot, the Portland Bureau of Transportation, is Recruiting Community Advisory Committee members for our 2045 transportation system plan. Update? That is something. I think. We'll be having a mini briefing for you at the next meeting. Is that right, Sarah.

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01:45:01.560 --> 01:45:25.949

Francesca Jones (she/her), City of Portland PBOT: I think so great. But anyway, in the interim, I want you to know that applications will be due on the 14th of April, so if you could help spread the word. If anyone lives, works, does business worships, or plays in Portland, they are eligible to apply to serve on this advisory body, and

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01:45:25.950 --> 01:45:34.780

Francesca Jones (she/her), City of Portland PBOT: the transportation system plan will guide our policies and investments for the city for 20 years in the future

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01:45:34.800 --> 01:45:40.639

Francesca Jones (she/her), City of Portland PBOT: will be exciting, and I am the project manager for it. So if you have any questions, feel free to let me know.

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01:45:40.820 --> 01:45:41.899

Francesca Jones (she/her), City of Portland PBOT: Thanks so much

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01:45:44.970 --> 01:45:46.220

Commissioner Jones-Dixon: Counselor.

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01:45:49.330 --> 01:45:50.020

John Leamy: Lamey

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01:45:52.504 --> 01:46:14.590

John Leamy: so for Troutdale. Let's see, we've got our constituents are not real happy with what's going on. On. 257.th We'll wait and see how that turns out. Big one right now is the Stark Street bridge and trucks hitting that, and how to resolve that issue. And I sent a message to Councilor

578

01:46:15.140 --> 01:46:20.279

John Leamy: Joan Dixon today on ideas for that. But we'll see how that all works out

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01:46:26.360 --> 01:46:28.320

Commissioner Jones-Dixon: Sorry I keep on messing up your last name.

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01:46:29.420 --> 01:46:36.409

Commissioner Jones-Dixon: 2 things I do want to flag that we are. Our staff is we're connecting with team here around Star Street, Britain. Can you hear me? Okay.

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01:46:36.410 --> 01:46:37.789

John Leamy: Okay, I hear you better now.

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01:46:38.490 --> 01:46:39.890

John Leamy: Oh, I lost you

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01:46:40.110 --> 01:46:41.999

Commissioner Jones-Dixon: I'll use my radio voice. How about now?

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01:46:42.000 --> 01:46:42.620

John Leamy: Okay.

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01:46:43.010 --> 01:46:44.870

Commissioner Jones-Dixon: He goes covering the microphone. My book

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01:46:44.870 --> 01:46:45.400

John Leamy: Okay.

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01:46:46.010 --> 01:46:48.747

Commissioner Jones-Dixon: Also, we're working with Staff as far as

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01:46:49.641 --> 01:46:56.590

Commissioner Jones-Dixon: the the Stark Street bridge issues, and I would love to connect with you to hear more about the concerns around 2 57, because I'm not familiar with that

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01:46:56.590 --> 01:46:57.190

John Leamy: Okay.

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01:46:58.568 --> 01:47:01.740

Commissioner Jones-Dixon: Let's move over to Wood Village, near Hiro

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01:47:03.255 --> 01:47:05.479

Jairo Rios-Campos: No. Updates, we're all good.

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01:47:06.820 --> 01:47:07.639

Commissioner Jones-Dixon: Okay, great.

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01:47:09.030 --> 01:47:30.269

Commissioner Jones-Dixon: And then I. And then for the county, just a couple of things I just wanted to follow that we want to follow up on. I know. Vice chair Todd brought up the idea of bringing inviting the city of Portland into the conversation. So Multnomah County staff are working to connect with the city of Portland, and I believe, their chair of the Transportation Committee. I believe it's Loretta Smith, or Councilor Smith.

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01:47:30.858 --> 01:47:44.420

Commissioner Jones-Dixon: On that. And then also we are discussing as far as expanding our membership. So I know Councilor Simpson has expressed interest in in serving on the being becoming a voting member. Then

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01:47:44.888 --> 01:47:54.739

Commissioner Jones-Dixon: other folks from Mount Hood Community College. So believe Staff is working on the bylaws to see how we can make that happen, and we'll bring that forward to the to the body.

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01:47:55.830 --> 01:48:00.259

Commissioner Jones-Dixon: And, Jessica, keep me honest. Is there anything else that I'm missing?

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01:48:01.440 --> 01:48:02.400

Commissioner Jones-Dixon: Or Sarah

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01:48:04.981 --> 01:48:14.899

Sarah Paulus, Multnomah County (she/her): Nothing about those topics. We can do a call to any other Multnomah County staff that might have any updates. I know there's a few of us on the call. I don't personally, but

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01:48:15.380 --> 01:48:16.370

Sarah Paulus, Multnomah County (she/her): anyone else

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01:48:20.440 --> 01:48:27.709

Commissioner Jones-Dixon: Perfect, perfect, great, not well, thank you all for just a very productive meeting today.

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01:48:28.280 --> 01:48:32.969

Commissioner Jones-Dixon: Like, I said, stay safe, stay dry and go, Bruins. That was a really good game, this weekend.

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01:48:34.290 --> 01:48:36.480

Commissioner Jones-Dixon: Take care meeting, if you're

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01:48:42.180 --> 01:48:42.970

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