

**Minutes of the Board of Commissioners
Multnomah County
501 SE Hawthorne Blvd., Portland, Oregon
Thursday, November 4, 2014**

BOARD BRIEFING

Chair Deborah Kafoury called the meeting to order at 10:06 a.m. with Vice-Chair Diane McKeel and Commissioner Loretta Smith present. Commissioner Jules Bailey arrived at 10:04 a.m. and Commissioner Judy Shiprack was excused.

Also attending were Jenny Madkour, County Attorney, and Lynda Grow, Board Clerk.

[ALL CAPS TEXT IS THE BYPRODUCT OF CAPTIONING THIS PROGRAM.]

Sheriff's Office – 10:00 am

B.1 Board Briefing on the Sheriff's Office U Visa Program. Presenters: Sheriff Daniel Staton; Chief Deputy Linda Yankee; and, Detective Keith Bickford

Chair Kafoury: GOOD MORNING AND WELCOME TO THE BOARD BRIEFING FOR THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS. WE FIRST HAVE THE SHERIFF'S OFFICE UP. GOOD MORNING.

Dep. Yankee: GOOD MORNING. MY NAME IS LINDA YANKEE, CHIEF DEPUTY FOR THE SHERIFF'S OFFICE BUSINESS SERVICES DIVISION. WITH ME TODAY IS DETECTIVE KEITH BICKFORD, WHO IS CURRENTLY ASSIGNED TO THE HUMAN TRAFFICKING UNIT FOR THE LAST SEVEN YEARS, ACTUALLY. TODAY WE'RE HERE TO TALK ABOUT THE U AND T VISA PROGRAM. I WANT TO TELL YOU A FEW THINGS ABOUT DETECTIVE BICKFORD I KNOW HE WON'T TELL YOU HIMSELF, BECAUSE HE'S KIND OF HUMBLE THAT WAY. UPON HIS ASSIGNMENT TO HUMAN TRAFFICKING, DETECTIVE BICKFORD FOCUSED HIS TIME ON DOMESTIC TRAFFICKING CASES, BUT AS LEGISLATION HAS BEEN ENACTED TO COMBAT HUMAN TRAFFICKING, BETTER TRAINING HAS BEEN PROVIDED FOR LAW ENFORCEMENT AND DEPUTY BICKFORD HAS BEEN A TRAINER HE'S SHIFTED HIS WORK MORE TOWARD FOREIGN BORN TRAFFICKING. SO FOREIGN BORN TRAFFICKING PRESENTS ITS OWN CHALLENGES BECAUSE MANY FOREIGN-BORN VICTIMS THAT DETECTIVE BICKFORD IS TRYING TO HELP ARE UNDOCUMENTED, THEY'RE AFRAID TO CALL THE POLICE TO REPORT A CRIME, BECAUSE SO MANY OF THEM COME FROM COUNTRIES WHERE THE POLICE ARE CORRUPT AND CANNOT BE TRUSTED. THERE WERE ALSO STORIES THROUGH DIFFERENT COMMUNITIES ABOUT DEPORTATION, BREAKING UP FAMILIES AND MISTREATMENT OF UNDOCUMENTED IMMIGRANTS IN THE JAILS AND PRISONS. LANGUAGE AND CULTURE BARRIERS ALSO PLAY A BIG PART OF THIS PROBLEM. SO OUR OFFICE IS VERY PROUD OF THE WORK THAT DETECTIVE BICKFORD HAS DONE IN HUMAN TRAFFICKING. WITH THE WORK HE HAS DONE ON BOTH

DOMESTIC AND INTERNATIONAL TRAFFICKING FRONTS, HE'S KNOWN AS AN EXPERT STATEWIDE, AND NATIONALLY NOT ONLY BY OTHER LAW ENFORCEMENT AGENCIES, BUT BY SERVICE PROVIDERS ACROSS THE COUNTRY IN THIS AREA. HIS WORK DEMONSTRATES FOR US THE VALUE OF LAW ENFORCEMENT CONNECTING WITH COMMUNITY RESOURCES, AND THE VALUE THAT THAT CAN BRING IN HELPING VICTIMS OF HUMAN TRAFFICKING. ON BEHALF OF SHERIFF'S OFFICE STATON, WE ALSO WANT TO THANK YOU FOR YOUR SUPPORT, YOUR CONTINUED SUPPORT OF OUR HUMAN TRAFFICKING PROGRAM. AND ON THAT NOTE, YOU'RE UP.

Det. Bickford: GOOD MORNING, CHAIR, GOOD MORNING COMMISSIONERS. THANK YOU FOR YOUR TIME TODAY. AS CHIEF DEPUTY YANKEE SAID, FOR THE RECORD, MY NAME IS KEITH BICKFORD, I'M A DETECTIVE AT MULTNOMAH COUNTY. AND CURRENTLY ASSIGNED IN THE HUMAN TRAFFICKING UNIT. THANK YOU FOR THE NICE WORDS. OF COURSE NOW THERE'S MORE PRESSURE ON ME. TODAY I WANTED TO TALK ABOUT SHERIFF STATON'S U VISA PROGRAM, WHICH STARTED IN 2012. THE U VISA WAS CREATED BY CONGRESS IN OCTOBER OF 2000, AND IT WAS PART OF THE VICTIMS OF TRAFFICKING AND VIOLENCE PROTECTION ACT. THE MAIN FOCUS TODAY WILL BE ON THE U VISA, MORE THAN THE ACTUAL T VISA. AND I'LL TALK MORE ABOUT THE T LATER. BECAUSE THAT'S MEANT MOSTLY FOR HUMAN TRAFFICKING AND I'VE KIND OF STEPPING OUT OF THE HUMAN TRAFFICKING UNIT FOR A MINUTE AND TALKING ABOUT THE U VISA. WHILE WORKING ON MY HUMAN TRAFFICKING GRANT, I CAME ACROSS MANY UNDOCUMENTED VICTIMS OF CRIME OTHER THAN HUMAN TRAFFICKING. I KEPT NOTES ON THE AMOUNT OF VICTIMS AND WHEN MY GRANT EXPIRED, I APPROACHED SHERIFF STATON AND UNDERSHERIFF MOORE AND ASKED TO START WORKING ON A PROGRAM TO HELP IMMIGRANT VICTIMS OF CRIME OTHER THAN TRAFFICKING. SHERIFF STATON AND UNDERSHERIFF MOORE GAVE ME PERMISSION RIGHT AWAY TO START WORKING ON IT, AND THE WHOLE IDEA HERE IS FOR PEOPLE TO UNDERSTAND THAT HERE AT THE COUNTY, WE UNDERSTAND THAT THE FEARS THAT IMMIGRANTS FACE AND WE OF COURSE WANT TO HELP. AS YOU CAN SEE, THE FEARS, DEPORTATION IS PROBABLY ONE OF THE BIGGER ONES I SEE QUITE OFTEN WHEN I DO INTERVIEW IMMIGRANT VICTIMS OF CRIME. THEY ARE RUNNING FOR A REASON. THEY'RE LEAVING THEIR COUNTRY FOR A REASON. A LOT OF IT HAS TO DO WITH THREATS FROM EITHER FAMILY MEMBERS, FROM THE COMMUNITY, FROM GANGS, SO THERE'S A LOT OF THAT THAT WE HAVE TO DEAL WITH. ALONG WITH THAT, THERE'S THE SEPARATION OF FAMILY WHICH YOU NEVER WANT TO DEAL WITH, YOU ALWAYS WANT TO HELP IN THAT AREA, AND OF COURSE THE POVERTY IN THEIR HOME COUNTRY.

BECAUSE OF THE TRAFFIC AND GRANT, I WAS ALREADY WORKING WITH A LARGE TEAM OF IMMIGRANT SERVICE PROVIDERS WHICH INCLUDED A TEAM OF ABOUT A DOZEN IMMIGRATION ATTORNEYS. WHEN I APPROACHED THE IMMIGRATION ATTORNEY TEAM ABOUT THIS PROGRAM, THEY ACTUALLY

WERE VERY SHOCKED. THEY DIDN'T EXPECT LAW ENFORCEMENT TO COME UP AND APPROACH THEM ABOUT SIGNING U VISAS BECAUSE OF ALL THE BARRIERS THEY RAN INTO TRYING TO GET LAW ENFORCEMENT TO SIGN VISAS FOR THEM FOR VICTIMS OF CRIME. SO IF YOU SIGN -- SAY, FOR EXAMPLE, A VISA IS SIGNED BY LAW ENFORCEMENT AND IT'S SUBMITTED AND APPROVED BY THE USCIS, OR THE CITIZEN AND IMMIGRATION SERVICES DEPARTMENT, THAT PERSON WILL BE ALLOWED TO STAY IN THE UNITED STATES, THEY WILL BE ABLE TO STAY WITH THEIR CHILDREN AND WITH THEIR FAMILIES, OF COURSE, AND THEY'LL BECOME WORK ELIGIBLE AND LASTLY, THEY'LL BE ABLE TO GAIN RESIDENT STATUS. AND AFTER THREE YEARS THEY CAN APPLY FOR PERMANENT RESIDENCE, WHICH IS SOMETHING THAT THE ATTORNEYS CAN HELP WITH. IN THE PAST SEVERAL YEARS, IT HAS BEEN WELL-KNOWN FACT UNDOCUMENTED IMMIGRANTS WERE AFRAID TO CALL 9-1-1 BECAUSE OF THEIR STATUS. THE GOAL HERE IS TO ELIMINATE THAT PROBLEM THROUGH NOT ONLY OUTREACH AND EDUCATION BUT THE U VISA PROGRAM. WE CAN TALK ABOUT HELPING -- HELPING IMMIGRANTS OF VICTIMS OF CRIME ALL WE WANT, BUT IN ORDER TO REALLY PROVE THAT WE WANT TO HELP, WE HAVE TO GIVE THEM SOMETHING TANGIBLE, AND THE U VISA WAS ONE OF THOSE WEAPONS I DECIDED TO USE TO HELP THESE FOLKS OUT. WHEN -- ONCE I OPENED THE DOOR WITH THIS PROGRAM, I HAVEN'T BEEN ABLE TO KEEP UP WITH THE REQUESTS. I'VE BEEN CONTACTED BY JUST ABOUT EVERYBODY IMMIGRATION ATTORNEY IN THE STATE OF OREGON. THEY'VE BEEN SENDING ME REQUESTS BY EMAIL OR MAIL, AND NOW I'VE EXPANDED OUT INTO THE STATE OF WASHINGTON AND ALSO CALIFORNIA. SO I DON'T KNOW IF THAT'S A GOOD THING OR NOT, BUT IT IS ABLE TO HELP A LOT OF PEOPLE. WE ALSO HERE AT MCSO PARTNER WITH THE PORTLAND HUMAN RIGHTS COMMISSION, THE AMERICAN IMMIGRATION LAWYERS ASSOCIATION AND THE NATIONAL CRIME VICTIM LAW INSTITUTE, AND WITH THAT GROUP WE TRAVEL THE TRI-COUNTY AREA AND HOLD DIFFERENT U VISA CLINICS. THEY'RE SAFE CLINICS FOR UNDOCUMENTED VICTIMS OF CRIME TO SAY, A CHURCH, AND THEY GET TO TALK WITH IMMIGRATION ATTORNEYS, COUNSELORS, WHO ARE VOLUNTEERING THEIR TIME AND HOPEFULLY WE CAN WORK OUT A WAY TO HELP THEM WITH EITHER IMMIGRATION RELIEF OR OTHER SERVICES THAT THEY MAY NEED. HERE ARE THE QUALIFYING CRIMES THAT ARE LISTED ON THE FRONT PAGE OF THE U VISA CERTIFICATION. THEY'RE LISTED AT THE BOTTOM OF THE VISA CERTIFICATION. PART OF THE -- THE PROCESS IS VERY SIMPLE. THE IMMIGRATION ATTORNEYS SEND ME A U VISA REQUEST, WHICH IS ACTUALLY THE VISA I NEED TO SIGN, ALONG WITH WHATEVER POLICE REPORTS ARE PART OF THIS VICTIM'S CASE. I -- WHOEVER THE DEPUTY IS ASSIGNED WILL REVIEW THE REQUEST, ALSO REVIEW THE REPORTS, AND THEN RUN A BACKGROUND ON THE ACTUAL VICTIM TO MAKE SURE THAT EVERYTHING IS CLEAR THERE. ONCE EVERYTHING IS TAKEN CARE OF AND EVERYTHING IS READY TO GO, THE VISA IS SIGNED, MAILED BACK TO THE ACTUAL IMMIGRATION ATTORNEY, WHO THEN SUBMITTED THE -- SUBMITS THE

ENTIRE VISA, WHICH IS A HUGE PACKET, TO THE UNITED STATES CITIZEN AND IMMIGRATION SERVICES DEPARTMENT, WHICH IS LOCATED IN VERMONT. AS THE PROCESS THERE, IT'S EITHER APPROVED OR DENIED.

WE KIND OF -- WE DON'T HAVE ANY MORE TO DO WITH IT ONCE IT GETS INTO IMMIGRATION SERVICES IN VERMONT'S HANDS. HERE ARE MORE DETAILS OF THE NUMBER OF VISAS SIGNED BY MCSO. SO FAR THIS IS THE TOTAL NUMBER OF VISAS SIGNED BY MCSO: 297 VISAS. THAT INCLUDES Ts AND Us TOGETHER. THE TOTAL NUMBER OF T VISAS IS 115, AND THE T VISA IS SPECIFICALLY DESIGNED FOR HUMAN TRAFFICKING VICTIMS. THIS VISA DOES NOT REQUIRE A LAW ENFORCEMENT SIGNATURE, BUT UNDERSHERIFF MOORE AND I SIGN THE VISAS ANYWAY. I CONTACTED VERMONT AND OF COURSE TALKED TO A FEW OF THE PEOPLE THERE, THEY CAN'T CONFIRM OR DENY THAT THE SIGNATURES ACTUALLY HELP WITH THE REQUEST, BUT UNDERSHERIFF MOORE AND I SIGN THEM ANYWAY, JUST TO SHOW OUR SUPPORT IF ANYTHING. WITH THAT PARTICULAR REQUEST. THE NUMBER OF U VISAS MCSO HAS SIGNED SINCE 2012 IS 182. THE U VISA REQUIRES A LAW ENFORCEMENT SIGNATURE, AND ONCE IT'S SENT TO USCIS THE CITIZEN IMMIGRATION SERVICES DEPARTMENT, IT'S OUT OF OUR HANDS. THOSE PEOPLE THAT RUN THE SERVICE DEPARTMENT CAN SEND BACK WHAT'S CALLED A REQUEST FOR EVIDENCE OR AN RFE. IF THEY NEED ANY MORE INFORMATION ON THE ACTUAL VISA REQUEST, THEY CAN SEND THAT BACK TO US. SOMETIMES THAT CAN HELP WITH, THAT MOST OF THE TIME IT'S THE IMMIGRATION ATTORNEYS THAT TAKE CARE OF THAT PROBLEM.

OF THE 182 VISAS SIGNED, 170 VICTIMS ARE FROM MEXICO. OF THAT, 182 U VISAS SIGNED 139 VICTIMS WERE WOMEN, AND OF COURSE 43 WERE MEN. AND THE REASON WHY I HAVE THIS ONE UP, THIS PARTICULAR SLIDE UP, IS OF THE 182, 91 ARE HALF OF THE CASES FOR DOMESTIC VIOLENCE. AND THAT KIND OF CONCERNED ME A LITTLE BIT, SO I STARTED LOOK NOTHING THAT A LITTLE BIT MORE, AND I'M REACHING OUT TO A LOT OF DIFFERENT DOMESTIC VIOLENCE SERVICE PROVIDERS AND STARTED TALKING TO THEM, TRAINING A LITTLE BIT. AND OF COURSE EVEN THOUGH THIS IS A U VISA, MY TRAFFICKING -- HUMAN TRAFFICKING SPIDER SENSE WENT OFF A LITTLE BIT TOO, AND I STARTED TALKING TO THEM ABOUT THE TRAFFICKING, BECAUSE AS YOU KNOW, IN DOMESTIC VIOLENCE, POWER AND CONTROL ARE THE TWO KEY ELEMENTS WITH TRAFFICKING, ALL YOU HAVE TO DO IS ADD EXPLOITATION AND YOU COULD HAVE A PRETTY STRONG TRAFFICKING CASE. SO WE'RE GOING TO LOOK INTO THAT MORE TOO TO SEE IF WE CAN UP SOME OF THE ANTE WITH SOME OF THE CASES THAT ARE COMING IN. ANYWAY, AS YOU CAN SEE, THESE ARE SOME OF THE LARGER PARTNERS THAT THE SHERIFF'S OFFICE IS WORKING WITH. THAT'S NOT ALL OF THEM. WE DIDN'T HAVE ENOUGH ROOM TO PUT THEM ALL ON THE SLIDE, BUT WE'RE ALL ABOUT PARTNERING AND EXPANDING AND LEARNING FROM OTHER ORGANIZATIONS THE BEST WAY WE CAN HELP IMMIGRANTS, VICTIMS

OF CRIME. SO THANK YOU VERY MUCH FOR YOUR TIME TODAY. IF I CAN ANSWER ANY QUESTIONS HOPEFULLY IF YOU HAVE ANY, IF I CAN HELP.

Chair Kafoury: QUESTIONS OR COMMENTS?

Vice-Chair McKeel: I JUST WANT TO THANK YOU FOR BEING HERE AND MAKING THIS PRESENTATION. AS MANY OF YOU KNOW, A FOCUS IN MY OFFICE IS ENDING THE COMMERCIAL SEXUAL EXPLOITATION OF CHILDREN, AND THE REASON I EVEN KNOW ABOUT THIS ISSUE IS BECAUSE OF KEITH BICKFORD. SO HE DOES AMAZING WORK, AND HE IS A HUMBLE MAN. THANK YOU.

Commissioner Smith: MADAM CHAIR, GOOD MORNING, THANK YOU KEITH, IT'S REALLY GOOD TO SEE YOU AND THANK YOU CHIEF DEPUTY YANKEE. I APPRECIATE YOU TAKING THE TIME TO EDUCATE US AND BRIEF THE BOARD ON THE U VISA PROGRAM. SO I HAVE A QUESTION. ONCE THIS PROGRAM IS IN PLACE, WHERE DOES THE FUNDING COME FROM? IS THAT FROM THE FEDERAL GOVERNMENT? TO PROCESS --

Det. Bickford: SO PROCESS THE ACTUAL VISAS? THAT'S DONE THROUGH THE IMMIGRATION ATTORNEY. AND MOST OF THE TIME WHATEVER FEE THAT IS NEEDED TO PROCESS THE VISA IS USUALLY WAIVED. THE ATTORNEYS ARE VERY GOOD AT TRYING TO GET THOSE FEES WAIVED BECAUSE A LOT OF TIMES YOU'RE DEALING WITH UNDOCUMENTED VICTIMS THAT DON'T HAVE A LOT OF MONEY, MAYBE NOT EVEN HAVE A JOB. LUCKILY WE'VE BEEN ABLE TO OVERRIDE THAT EACH TIME.

Commissioner Smith: DO YOU SEE ANY CHALLENGES WITH THIS PROGRAM?

Det. Bickford: MOST OF THE CHALLENGES RIGHT NOW I THINK ARE GOING TO BE GETTING OTHER LAW ENFORCEMENT AGENCIES TO JOIN IN WITH US. THE IDEA HERE IS SHERIFF STATON WANTS TO BE KIND OF THE -- TO SPEARHEAD THIS, AND LEAD BY EXAMPLE.

Commissioner Smith: I THINK THIS IS GREAT. IT IS VERY UNSETTLING TO LOOK AT THE 91 VISAS THAT WERE GIVEN FOR DOMESTIC VIOLENCE. I'M PLEASED THAT WE HAVE IT, I KNOW FIRSTHAND OF THE TRAUMA THAT CAN HAPPEN TO SOMEONE WHO IS EXPERIENCING DOMESTIC VIOLENCE, PARTICULARLY SOMEONE BEFORE THIS NEW LAW, THEY HAD TO STAY WITH THE OWNER OF THE PERMANENT RESIDENT CARD FOR AT LEAST TWO YEARS. BUT WITH THIS PROGRAM AND WITH YOU BEING ABLE TO SEE AND IDENTIFY THESE KINDS OF CASES, THEY DON'T HAVE TO DO THAT ANY LONGER, AND I THINK ONE OF THE CASES THAT REALLY MADE THIS POSSIBLE WAS A CASE WITH MARINA CLEANA, WHO IS A MULTNOMAH COUNTY EMPLOYEE. SHE WAS THE CLIENT WHO FRANCO BARLONI, WHO DID A PRIVATE RELIEF BILL, AND THE ONLY WAY THAT -- YOU REMEMBER THIS FROM 20 YEARS AGO, SHE'S BEEN

WITH THE COUNTY FOR 20 YEARS. AND SHE IS THE ONLY PRIVATE RELIEF RECIPIENT AS A RESULT OF DOMESTIC VIOLENCE. SHE WAS GOING TO BE DEPORTED. SENATOR WYDEN DROPPED THE BILL FOR ABOUT FOUR YEARS, IT DIDN'T PASS. AND THE LAST YEAR OF THE LAST MOMENT OF THE CLINTON ADMINISTRATION, HE PASSED IT AS A STANDALONE BILL, WHICH WAS USED AS THE INFRASTRUCTURE TO GO FORWARD TO SAY, THIS IS A PROBLEM. THIS IS A HUGE PROBLEM. SO FOR YOU TO BE ABLE TO IDENTIFY 91 FOLKS WHO ARE EXPERIENCING THE SAME KIND OF DIFFICULTIES, I THINK IT'S GREAT. I THINK THAT WE NEED TO DO MORE OF IT, I THINK THAT IN MANY CASES WHEN FOLKS COME HERE FROM OTHER COUNTRIES THEY'RE AFRAID TO SPEAK ABOUT ANY DOMESTIC VIOLENCE OR OTHER ISSUES THAT THEY HAVE, BECAUSE THEY'RE FEARFUL THAT THEY MAY BE DEPORTED. SO THIS IS SOMETHING THAT I THINK IS SO GOOD, AND I'M SO GLAD THAT YOU'RE THERE, BECAUSE I GOT INTRODUCED TO HUMAN TRAFFICKING AS A RESULT TO YOU, WHEN WE WERE DOING THE HUMAN TRAFFICKING BILL IN THE SENATE WITH COMMISSIONER MCKEEL. SO THANK YOU VERY MUCH, AND THANK YOU FOR ALL THE HARD WORK THAT YOU DO. THIS IS REALLY -- THIS IS TOUGH WORK TO DO, AND IT IS VERY EMOTIONALLY DRAINING, AND YOU HAVE DONE AN EXCELLENT JOB WITH THIS.

Det. Bickford: THANK YOU VERY MUCH. I APPRECIATE THAT. VERY NICE.

Commissioner Bailey: JUST A COMMENT TO SAY THAT I HOPE YOU WILL KEEP US UPDATED CONTINUALLY ON THE PROGRESS HERE. IT'S INCREDIBLY IMPORTANT, YOU CAN HEAR THE SUPPORT HERE. AND I SUSPECT THAT THE MORE SUCCESSFUL THIS PROGRAM IS THE MORE INCIDENCES YOU WILL FIND OVER TIME AS PEOPLE -- THAT PEOPLE WILL BECOME MORE COMFORTABLE IN COMING FORWARD, THEY'LL UNDERSTAND THERE'S A PATHWAY HERE WE'LL BE ABLE TO BRING PEOPLE IN FROM THE COLD. THAT WILL I THINK REQUIRE CONTINUAL REASSESSMENT, REEVALUATION OF HOW WE'RE DOING, HOW YOU'RE DOING, WHAT KIND OF RESOURCES WE'RE PUTTING INTO IT. SO I HOPE YOU'LL KEEP US IN THAT CONVERSATION.

Det. Bickford: ABSOLUTELY. HAPPY TO. THANK YOU.

Chair Kafoury: SINCE THIS ITEM CAME UP ON THE AGENDA, I'VE HAD PEOPLE FROM INSIDE AND OUTSIDE OF MULTNOMAH COUNTY GOVERNMENT, OUR COMMUNITY PARTNERS AS WELL AS PEOPLE WHO WORK HERE TALKING ABOUT YOU, COMMENTING ABOUT YOU TO ME AND SAYING HOW WE ARE SO LUCKY TO -- HOW LUCKY WE ARE TO HAVE SUCH A WONDERFUL PERSON WORKING FROM MULTNOMAH COUNTY FOR THE SHERIFF'S OFFICE. AND I THINK THAT IS SO IMPORTANT, AND ONE OF THE REALLY ETHOS OF THE SHERIFF'S OFFICE I BELIEVE IS THAT WE ARE MEMBERS OF OUR COMMUNITY. AND HAVING THAT TRUST BETWEEN THE COMMUNITY AND BETWEEN LAW ENFORCEMENT, I DON'T HAVE TO TELL YOU HOW IMPORTANT AND CRUCIAL IT IS TO DOING YOUR WORK, AND I THINK THE FACT YOU'VE

REALIZED THAT AND YOU GO THE EXTRA MILE WHEN YOU SEE A PROBLEM THROUGH YOUR WORK, YOU DON'T SHY AWAY FROM IT, BUT YOU GO FORWARD AND ADDRESS THAT AS WELL. SO I JUST WANT TO SAY THANK YOU VERY MUCH FOR ALL OF YOUR WORK AND THANK YOU SHAFER STATON AND LINDA YANKEE AS WELL.

Det. Bickford: THANK YOU VERY MUCH.

Chair Kafoury: ANY OTHER COMMENTS OR QUESTIONS? THANK YOU SO MUCH FOR COMING THIS MORNING. NEXT UP WE HAVE A BOARD BRIEFING WHICH IS A 2015 BUDGET NOTE ON PEDESTRIAN SAFETY. WHO'S KICKING US OFF?

Health Department & Community Services – 10:30 am

B.2 Board Briefing on FY2015 Budget Note on Pedestrian Safety. Presenters: Joanne Fuller, Director, Health Dept.; Olivia Quiroz, Health Policy Analyst, Health Dept.; and Joanna Valencia, Senior Transportation Planner, Community Services; with Invited Guests: Gabriel Graff, Ops Mgr.- Active Transportation Div, Safe Routes to School Program, Portland Bureau of Transportation; LeeAnne Ferguson, Safe Routes to School Advocate - Bicycle Transportation Alliance; and, Kari Schlosshauer - Pacific NW Reg Policy Mgr. - Safe Routes to School National Partnership

Ms. Fuller: I'M GOING TO KICK IT OFF, I THINK. GOOD MORNING MADAM CHAIR, MEMBERS OF THE COMMISSION, JOANNE FULLER, HEALTH DEPARTMENT DIRECTOR, AND I'M HERE WITH KIM PEOPLE'S, THE DIRECTOR OF THE DEPARTMENT OF COUNTY SERVICING. AS WELL AS JOANNE FULLER OF JOANNE VALENCIA FROM THE DEPARTMENT OF COMMUNITY SERVICES AND OLIVIA QUIROZ FROM THE HEALTH DEPARTMENT. TO TALK TO YOU ABOUT PEDESTRIAN SAFETY. SO THE REASON THAT YOU HAVE PEOPLE WHO ARE INVOLVED IN TRANSPORTATION AND PLANNING AND PEOPLE WHO ARE INVOLVED IN HEALTH TALKING TO YOU ABOUT PEDESTRIAN SAFETY IS WAS CREATING SAFE WALKWAYS AND ABILITIES FOR PEOPLE TO MOVE THROUGH THEIR NEIGHBORHOODS HAS A HUGE HEALTH BENEFIT. AND AS WE THINK ABOUT HOW WE BUILD OUR CITIES, OUR NEIGHBORHOODS, HOW WE PLAN OUR INFRASTRUCTURE, WE CAN EITHER MAXIMIZE THAT BENEFIT AND HELP PEOPLE TO HAVE EASY WAYS TO WALK AND TO FEEL GOOD ABOUT IT, AND FEEL COMFORTABLE AND SAFE, OR WE CAN PLAN COMMUNITIES THAT DON'T TAKE THAT INTO CONSIDERATION AND ULTIMATELY WE LEAD TO LESS PEOPLE WALKING, LESS PEOPLE BEING PHYSICALLY ACTIVE AND LESS PHYSICAL BENEFIT WE CAN GET. THAT'S WHY YOU WIND UP WITH THE HEALTH DEPARTMENT WORKING CLOSELY ON BUILT ENVIRONMENT ISSUES WITH FOLKS LIKE THE FOLKS FROM TRANSPORTATION AND LAND USE PLANNING AND SAFE ROUTES TO SCHOOL. SO I'M GOING TO TURN IT OVER TO KIM TO TALK ABOUT THE COUNTY'S JURISDICTION AND ROLE IN

PEDESTRIAN SAFETY, AND THEN WE'RE GOING TO BE HEARING FROM JOANNA AND OLIVIA ABOUT THEIR WORK.

Mr. Peoples: GOOD MORNING CHAIR AND COMMISSIONERS, KIM PEOPLES WITH THE DEPARTMENT OF COMMUNITY SERVICES. IT GIVES ME GREAT PLEASURE TO PRESENT THE WORK THAT WE'RE CURRENTLY ENGAGED IN WITH THE STATE, THE REGIONAL PARTNERS AND LOCAL COMMUNITY PARTNERS AROUND THE AREA OF PEDESTRIAN SAFETY. THE COUNTY'S JURISDICTION IN THE REGIONAL TRANSPORTATION SYSTEM COVERS SIX WILLAMETTE RIVER BRIDGES AND APPROXIMATELY 300 MILES OF ROADS. PRIMARILY THOSE ROADS ARE WITHIN THE RURAL AREAS OF MULTNOMAH COUNTY, HOWEVER THERE'S A ROUGHLY 30 MILES OF URBAN ROADS IN THE CITY -- EAST COUNTY CITIES OF WOOD VILLAGE, TROUTDALE, AND FAIRVIEW, AND THESE ARE PRIMARILY COLLECTOR ROADS AND ARTERIALS. PLANNING EFFORTS INCLUDE WORKING ON THE REGIONAL SAFETY PLAN AND THE CAPITAL IMPROVEMENT PLAN AND THE ACTIVE TRANSPORTATION PLAN, AND THESE ARE SEVERAL DIFFERENT PROGRAMS THAT IDENTIFY SAFETY NEEDS WITHIN THE COMMUNITY, AND SOME OF THEM ARE EXTERNAL TO THE COUNTY WHERE ORIGINALLY PARTNERS -- REGIONAL PARTNERS ARE ENGAGED WITH AND THE OTHERS ARE THE CAPITAL IMPROVEMENT PLAN AND PROGRAM, WHICH IDENTIFIES PEDESTRIAN SAFETY ISSUES AS WELL AS ROADWAY IMPROVEMENTS, AND BIKE IMPROVEMENTS. AND THEN THERE'S THE SAFE ROUTES TO SCHOOL PROGRAM, WHICH JOANNA WILL BE TALKING IN GREAT DEPTH TO YOU ABOUT, PLUS SHARING SOME DATA AND SOME FUNDING OPPORTUNITIES THAT WE OFTEN ENGAGE IN WITH THE SCHOOL DISTRICTS IN EAST COUNTY. THAT BEING SAID, I'LL TURN IT BACK OVER TO HER TO INTRODUCE OUR OTHER GUESTS. OLIVIA, DO YOU WANT TO START?

Ms. Quiroz: GOOD MORNING CHAIR KAFOURY AND COUNTY COMMISSIONERS, MY NAME IS OLIVIA QUIROZ, AND I'M WITH THE PUBLIC HEALTH DEPARTMENT. I'D LIKE TO START WITH THE PUBLIC HEALTH LENS AND THE PUBLIC HEALTH BENEFITS OF WALKING. WALKING IS A TERRIFIC WAY TO GET HEALTHIER. NOT ONLY IS IT AN EXCELLENT RECREATIONAL EXERCISE, BUT WALKING TO WORK, SCHOOL, AND RUNNING ERRANDS IS A GREAT WAY TO SQUEEZE SOME PHYSICAL ACTIVITY INTO A BUSY SCHEDULE AND CAN COMBAT CHRONIC DISEASES. MANY STUDIES INDICATE GETTING OUT OF THE CAR AND WALKING MAKES YOU HEALTHIER. PEOPLE WHO LIVE IN WALKABLE NEIGHBORHOODS GET ABOUT 35 TOLL 45 MORE MINUTES OF MODERATE INTENSE FIZZ CALLING ACTIVITY PER WEEK, AND ARE SUBSTANTIALLY LESS LIKELY TO BE OVERWEIGHT OR OBESE THAN SIMILAR PEOPLE LIVING IN NEIGHBORHOODS THAT ARE LESS WALKABLE. AND INDEED, WE ARE WALKING. SIX OUT OF 10 PEOPLE WALK FOR PHYSICAL ACTIVITY, AND THE SHARE OF ADULTS WHO SAID THEY WALKED FOR TRANSPORTATION GREW 6% FROM 2005 TO 2010, ACCORDING TO THE MOST RECENT DATA AVAILABLE. WE WANT TO START BY PROVIDING YOU WITH SOME NATIONAL DATA ON PEDESTRIAN INJURIES AND FATALITIES. NATIONAL DATA COLLECTED FROM

MOST RECENT REPORT TITLED DANGEROUS BY DESIGN IN MARCH 2014 BY THE SMART GROWTH AMERICA ORGANIZATION LOOKED AT DATA FOR PEDESTRIAN SAFETY TO SEE WHICH POPULATIONS ARE AT MOST RISK.

Ms. Quiroz: THE DATA TELLS US THAT PEDESTRIANS, PEOPLE WHO TRAVEL BY FOOT, WHEELCHAIR, STROLLER, OR SIMILAR MEANS ARE AMONG THE MOST VULNERABLE USES OF THE ROAD. AND FROM 2003-2012, 47,000 PEOPLE DIED WHILE WALKING ON THE STREET. THAT'S 16 TIMES THE NUMBER OF AMERICANS WHO DIED IN NATURAL DISASTERS, EARTHQUAKES, FLOODS, HURRICANES, AND TORNADOES OVER THE LAST 10 YEARS. OVERWHELMINGLY CHILDREN, OLDER ADULTS, AND PEOPLE OF COLOR SUFFERED THIS PROPORTIONALLY FROM TRAFFIC VIOLENCE. CHILDREN ARE ESPECIALLY VULNERABLE TO PEDESTRIAN INJURIES BECAUSE THEIR SMALLER SIZE MAKES THEM LESS VISIBLE TO MOTORISTS. CHILDREN ARE AT AN INCREASED RISK FOR PEDESTRIAN INJURY AND DEATH BECAUSE TRAFFIC RULES AND RISKS ARE OFTEN EXCEED THEIR ABILITIES. FROM 2009-2011, 13 CHILDREN IN OREGON WERE KILLED AS PEDESTRIANS AND 89 WERE HOSPITALIZED. NATIONAL DATA INDICATES IN 2010 MORE THAN 80% OF CHILD PEDESTRIAN DEATHS OCCURRED AT NON-INTERSECTION LOCATIONS.

Ms. Quiroz: FURTHERMORE, AND ACCORDING TO THE CENTERS FOR DISEASE CONTROL AND PREVENTION, FATAL INJURY REMAINS A LEADING CAUSE OF DEATH FOR THOSE 15 YEARS AND YOUNGER. THE OTHER GROUP AT RISK IS THE ELDERLY POPULATION. OUR REGION'S POPULATION IS AGING, WHICH MEANS OUR MOBILITY AS A POPULATION IS ALSO CHANGING. BY 2040, OVER 20% OF OREGON'S POPULATION WILL BE OVER 65. AND NATIONAL DATA FROM 2003-2010 INDICATES THAT WHILE COMPRISING 12.6% OF THE TOTAL POPULATION, ADULTS AGED 65 AND OLDER ACCOUNT FOR NEARLY 21% OF PEDESTRIAN FATALITIES. OLDER ADULTS FACE MORE RISK OF PEDESTRIANS BECAUSE THEY BE -- THEY MAY BE LESS ABLE TO REACT QUICKLY TO AN ONCOMING VEHICLE. ONCE STRUCK THEIR INCREASED FRAILTY MAKES THEM LESS LIKELY TO RECOVER FROM A SERIOUS COLLISION. FURTHER, OLDER ADULTS MAY HAVE GREATER EXPOSURE TO PEDESTRIAN CRASHES AS THEY INCREASINGLY GIVE UP THEIR CAR KEYS AND SEEK ALTERNATIVE WAYS TO GET AROUND. ACCORDING TO THE CENTER FOR DISEASE CONTROL AND PREVENTION, THE OVERALL PEDESTRIAN DEATH RATE IS LIKELY TO INCREASE WITH THE GROWING RACIAL AND ETHNIC DIVERSITY OF THE U.S. POPULATION. PEOPLE OF COLOR AND PEOPLE WITH LOWER INCOMES ARE LIKELY TO HAVE LESS ACCESS TO KEY DESTINATIONS AND LIVE IN LESS WELCOMING ENVIRONMENTS FOR PHYSICAL ACTIVITY. THIS IS TRUE IN THE PORTLAND METRO AREA, WHERE COMMUNITIES WITH LOWER INCOMES ARE LESS LIKELY TO HAVE SIDEWALK COVERAGE AND BE ABLE TO WALK TO A PLACE WHERE THEY CAN GET HEALTHY FOOD. NATIONAL DATA TELLS US WHILE AFRICAN-AMERICANS COMPRISE 12.7% OF THE U.S. POPULATION, THEY ACCOUNT FOR 17.3% OF ALL PEDESTRIAN FATALITIES. HISPANICS MAKE UP

OVER 15% OF THE POPULATION, BUT 18.6% OF PEDESTRIAN FATALITIES. AFRICAN-AMERICANS AND HISPANICS ARE MORE LIKELY TO LIVE IN URBANIZED AREAS AND IN PARTICULAR, SUBURBAN LOCATIONS IN THE LONG BUSY ARTERIAL ROADS WHICH ARE ESPECIALLY DANGEROUS FOR PEDESTRIANS. WITH THIS NATIONAL PICTURE IN MIND, I WOULD LIKE TO TURN IT OVER TO JOANNA WHO WILL SHARE WITH US MULTNOMAH COUNTY DATA. THANK YOU.

THANK YOU, OLIVIA.

Ms. Valencia: JUST REAL QUICKLY, THERE CONTINUES TO BE EFFORTS TO COLLECT SAFETY-RELATED DATA HERE IN THE REGION, AND AT THE STATE LEVEL, AND AT THE LOCAL LEVEL. WHERE WE USE THIS DATA, ESPECIALLY AT THE LOCAL LEVEL, IS WHERE WE PRIORITIZE PROJECTS FOR CAPITAL IMPROVEMENT PLAN AND PROGRAM. ONE OF OUR KEY CRITERIA IS SAFETY. AND SO WITH, THAT WE RELY A LOT ON OREGON DEPARTMENT OF TRANSPORTATION TO PROVIDE A LOT OF THAT DATA, WHICH MAINLY COMES FROM DMV REPORTS WHEN INCIDENTS RESPONSE FORMS ARE PUT TOGETHER. SO ALSO AT THE REGIONAL LEVEL, THERE'S A REGIONAL SAFETY PLAN THAT HAS BEEN DEVELOPED BACK IN 2012, WHICH AIMS TO REDUCE CRASHES AND FATALITIES BY 50% BASED ON 2005 NUMBERS BY THE YEAR 2035.

Ms. Valencia: SO JUST REAL QUICKLY, SOME INFORMATION FROM ODOT CRASH ANALYSIS REPORTING. STATING THAT 331 TOTAL CRASHES INVOLVING PEDESTRIANS OCCURRED HERE IN MULTNOMAH COUNTY. 18 PEDESTRIAN WERE KILLED AND 335 WERE INJURED. AND SO THIS IS ACTUALLY AN INCREASE FROM BACK IN 2011 WHICH SAW 274 TOTAL CRASHES WHERE EIGHT PEOPLE WERE KILLED AND 281 WERE INJURED. SO AS YOU HEARD FROM OLIVIA, A LOT OF THIS INFORMATION OCCURS IN REGARDS TO ARTERIAL LOCATIONS, SO OUR JURISDICTION FOR ARTERIALS AND COLLECTORS ARE MAINLY IN EAST COUNTY CITIES AND THE SMALLER EAST COUNTY CITIES. SO I JUST WANT TO YOU KEEP THAT IN MIND AS YOU'RE TAKING A LOOK AT THE DATA AS YOU CAN SEE FROM THIS REPORTING, IT'S ALL OF MULTNOMAH COUNTY AND WE'RE -- WHERE OUR JURISDICTIONS LIES REALLY IN EAST COUNTY CITIES.

Ms. Valencia: SO JUST REALLY QUICKLY TAKING A LOOK AT THAT, YOU CAN SEE 18 PEDESTRIANS KILLED IN 2012, NINE WERE CROSSING AT A CROSSWALK. SEVEN KILLED CROSSING NOT AT AN INTERSECTION AND TWO WERE KILLED WHILE STANDING IN A ROADWAY OR WALKING IN THE ROAD WITH TRAFFIC. OF THE 300 KILLED OR INJURED, 246 INDIVIDUALS OR 70% WERE KILLED WHILE CROSSING IN A CROSSWALK OR AT AN INTERSECTION, WHILE 15% OF THOSE KILLED WERE KILLED WHILE CROSSING IN AN INTERSECTION WERE 19 YEARS OR YOUNGER, WHICH COLLABORATES WITH OLIVIA'S INFORMATION IN REGARDS TO YOUNGER CHILDREN. TOUCHING

BASE ON SOME OF THE FACTORS IN REGARDS TO SAFETY AND INCIDENTS, THE TYPE OF FACILITY AND ROADWAYS CAN BE A MAJOR FACTOR INFORM. FOR INSTANCE, WHAT TYPE OF TREATMENTS, THE NUMBER OF LANES, IT'S BEEN FOUND THE HIGHER NUMBER OF LANES WITHIN A FACILITY, THERE'S MORE INCIDENTS THAT OCCUR WHICH IS TYPICAL ARTERIAL AND COLLECTORS. AND ALSO IN REGARDS TO THE TYPE OF FACILITY ROADWAYS, THERE'S EVEN FACILITIES SUCH AS LIGHTS CAN ALSO IMPACT THAT, AND ALSO THE TYPE OF CROSSING. YOU'VE BEEN SEEING THROUGHOUT THE REGION PLACEMENT OF ENHANCED CROSSINGS, FLASHING BEACONS TO HELP WITH VISIBILITY OF PEDESTRIANS BEING PLACED TO HELP REDUCE SOME OF THOSE SAFETY FACTORS. USER BEHAVIOR IS ALSO A FACTOR. IMPAIRED DRIVING CONTINUES TO BE A CHALLENGE IN THE REGION. INFLUENCES OF ALCOHOL AND DRUG USE WHILE DRIVING, SPEEDING AND AGGRESSIVE BEHAVIOR, ALSO CONTINUES TO BE A MAJOR FACTOR AND AFFECTS SAFETY WITHIN OUR ROADWAYS. IN ANOTHER MAJOR FACTOR IS THE TIME OF DAY. YOU CAN SEE IN THE QUOTE BEFORE YOU, A LOT OF INCIDENTS PROFESSIONALLY OCCUR HIGHER DURING THE TIME -- DURING THE EVENING TIME, WHERE VISIBILITY BECOMES A CHALLENGE WITH PEDESTRIANS. AND SO AS SIMPLE AS PUTTING IN LIGHTING CAN HELP REDUCE THOSE, AND ALSO PUTTING IN THOSE HIGHER VISIBILITY CROSSING SIGNALS SUCH AS RAPID FLASHING BEACONS, BUT ALSO ENCOURAGING OUR POPULATION THAT IS WALKING TO ALSO BECOME HIGHER VISIBLE.

Ms. Valencia: THERE'S A LOT OF CAMPAIGNS THAT OCCURRED, ENCOURAGING FOLKS TO WEAR ONE OF THOSE FLASHING LIGHTS AS YOU'RE WALKING, OR WEARING HIGHER REFLECTIVE CLOTHING AS YOU'RE WALKING AT NIGHT. THERE ARE SOME OTHER PRIVATE AND ALSO SMALLER GRANT OPPORTUNITIES AVAILABLE FOR SAFETY. THE ONE THAT I WOULD JUST REAL QUICKLY IN REGARDS TO THE STATE, THERE'S ALL ROADS TRANSPORTATION SAFETY, THE ARTS PROGRAM, IS ACTUALLY BEING DEVELOPED WITH THE STATE AS PART OF THE MAP 21 PROCESS. THIS IS FAIRLY NEW, IT'S EXPECTED THE PROGRAM WILL BE DEVELOPED THIS FALL, AND WILL CONTINUE INTO THE 2016, WHERE 100% LIST WILL BE FORMED, THERE'S ROUGHLY GOING TO BE \$11 MILLION AVAILABLE FOR REGION ONE IN THE YEARS 2016 AND 2017, AND THIS WOULD PRIMARILY LOOK AT CORRIDORS AND HOT SPOTS. SO WITH ANTICIPATED ODOT WILL ACTUALLY COME AND WORK WITH LOCAL JURISDICTIONS TO IDENTIFY HIGH CRASH CORRIDORS AND HOT SPOTS WITHIN THE COUNTY, AND WORK IN REGARDS TO SCOPING OUT PROJECTS THAT WOULD HELP SOLVE THOSE PROBLEMS. SO THIS WILL BE AN EFFORT THAT WILL BE OCCURRING IN THE NEXT YEAR AND A HALF, SO THE COUNTY WILL BE PARTICIPATING TO IDENTIFY SAFETY IMPROVEMENTS WITHIN THE COUNTY. IN ADDITION, THERE'S ALSO THE STATE TRANSPORTATION IMPROVEMENT PROGRAM, SO THIS IS A GRANT APPLICATION PROCESS THAT'S AVAILABLE FOR MAKING CAPITAL IMPROVEMENTS WITHIN OUR FACILITIES AND, FOR INSTANCE, THE NORTHEAST 238th PROJECT, WHICH INCLUDES A MULTIMODAL COMPONENT

TO INCLUDE BIKING AND PEDESTRIAN SAFETY WITHIN THAT TREACHEROUS HILL ON -- IN EAST COUNTY. AND ALSO REGIONALLY THERE'S THE PROGRAM WHICH IS SIMILAR TO THE STEP PROGRAM, THIS IS MOST COMMONLY KNOWN AS THE REGIONAL FLEX FUNDS PROGRAM, AND THERE'S BEEN A NUMBER OF PROJECTS THAT HAVE COME BEFORE YOU, JUST AN EXAMPLE, WE'RE MAKING IMPROVEMENTS ON ARATA ROAD, WHICH IS A MAJOR NEIGHBORHOOD FACILITY AND MAKING BIKE-PED IMPROVEMENT THERE'S, AS WELL AS ON SANDY BOULEVARD WHERE WE'RE MAKING BIKE-PED IMPROVEMENTS WHERE CURRENTLY FOLKS ARE WALKING ON SHOULDERS, UNIMPROVED SHOULDERS AND WAITING FOR BUS STOPS ON GRAVEL LOCATIONS WHERE IT'S ONE OF THE MOST HEAVILY USED TRANSIT LOCATIONS OUT IN EAST COUNTY. THEN ALSO THERE'S THE REGIONAL TRAVEL OPTIONS GRANT. I'M EXCITED ABOUT THIS PROGRAM, BECAUSE IT TAKES A LOOK AT THE SOFTER SIDE OF THINGS. IT ISN'T HARD CAPITAL FIXES THAT WE LOOK AT, BUT TAKES A LOOK AT HOW YOU EDUCATE AND ENCOURAGE FOLKS AND TAKING A LOOK AT ALTERNATIVE FORMS OF TRANSPORTATION. AND IT'S PART OF THIS PROGRAM, MULTNOMAH COUNTY IN PARTNERSHIP WITH EAST COUNTY CITIES WILL ACTUALLY BE PURSUING A SAFE ROUTES TO SCHOOL COORDINATOR POSITION TO HELP EXPAND THE PROGRAM THAT'S CURRENTLY DEVELOPED IN EAST COUNTY. THERE'S REALLY A GREAT OPPORTUNITY TO WORK WITH THE SCHOOL DISTRICTS TO ENCOURAGE WALKING AND BIKING TO SCHOOL.

Ms. Valencia: THERE'S BEEN OTHER -- THERE'S OTHER SAFE ROUTES TO SAFETY GRANTS AND PRIVATE, THERE'S BEEN PARTNERSHIPS WITH AXE OREGON, I BELIEVE THE NAME HAS CHANGED, BUT WE'VE ALSO SEEN GRANT APPLICATIONS -- GRANT OPPORTUNITIES COME OUT, FOR INSTANCE, STATE FARM INSURANCE HAS COME OUT WITH SOME SAFETY GRANTS, BUT THOSE ARE SOME OTHER SORT OF MORE PRIVATE FUNDING OPPORTUNITIES THAT ARE AVAILABLE. AND SO IF YOU JUST GIVE ME A MINUTE, I WOULD LIKE TO SHOW A VIDEO THAT WAS DEVELOPED AS PART OF THE SAFE ROUTES TO SCHOOL EFFORTS THAT HAVE BEEN GOING ON IN EAST COUNTY, AND IT WAS FUNDED THROUGH A GRANT THAT RECEIVES FROM THE OREGON DEPARTMENT OF TRANSPORTATION, AND IT REALLY IS -- SHOWS MORE OF EDUCATION AND ENCOURAGEMENT COMPONENTS. SO WHEN WE WERE DEVELOPING THIS PROGRAM, THE VIDEO, WE REALIZED THAT THERE WASN'T A LOT OF INFORMATION ABOUT HOW TO USE THOSE NEW RAPID FLASHING BEACONS. SO WE RECRUITED KIDS FROM TROUTDALE ELEMENTARY SCHOOL TO SHOW HOW THESE WORK.

I'D BE HAPPY TO ANSWER ANY QUESTIONS. SORRY ABOUT THAT. I THINK I HAVE IT --

Chair Kafoury: DOES ANYBODY HAVE ANY QUESTIONS OR COMMENTS WHILE WE'RE GETTING OUR TECHNOLOGY WORKING?

Commissioner Smith: I WANT TO FRAME THIS CONVERSATION, BECAUSE THIS PRESENTATION IS GREAT. I WANT TO THANK JOANNE FROM THE HEALTH DEPARTMENT FOR PUTTING THIS TOGETHER. I WAS A LITTLE CONCERNED ABOUT PEDESTRIAN SAFETY SOME MONTHS AGO DURING THE BUDGET CYCLE AND REQUESTED A BUDGET NOTE TO BETTER INFORM THE BOARD ABOUT ACTIVITIES THAT WERE GOING ON IN MULTNOMAH COUNTY. AND AS WE HAVE SURVIVED A WEEKEND OF EBOLA, IN WHICH YOU ALL DID A STELLAR JOB AT RESPONDING ON ALL LEVELS, SO THANK YOU FOR THAT, BUT WHEN WE LOOK AT THE POSSIBILITY, THE VERY LOW POSSIBILITY OF HAVING AN EBOLA OUTBREAK, THIS RIGHT HERE, PEDESTRIAN SAFETY IS HUGE. WE ARE MORE AT RISK IN OUR CHILDREN AND THE ELDERLY AT BEING KILLED BY PEDESTRIAN SAFETY ISSUES COMPARED TO THE ENERGY, THE TIME, AND THE RESOURCES SPENT ON EBOLA. AND I DON'T THINK THAT IT GETS ENOUGH ATTENTION. I KNOW THAT OUR HEALTH DEPARTMENT AND MANY FOLKS DON'T KNOW THAT AS THE PUBLIC HEALTH AUTHORITY FOR MULTNOMAH COUNTY AS THE BOARD OF COMMISSIONERS, WE ARE RESPONSIBLE FOR THIS, SO I REALLY APPRECIATE YOU ALL PUTTING THIS TOGETHER BECAUSE IT GIVES US A PERSPECTIVE ON SOME OF THE THINGS THAT ARE VERY REAL, AND SOME THINGS THAT ARE IMAGINED. NOW, THE STRUGGLE IS VERY REAL FOR OUR YOUNG PEOPLE AND OUR ELDERLY. ABOUT A MONTH AGO, THERE WAS AN ELDERLY AFRICAN-AMERICAN MAN OUT IN ROCKWOOD AREA. HE GOT HIT BY MAX AND WAS KILLED. I DON'T KNOW ALL THE SPECIFICS AROUND IT, THE VERY NEXT WEEK THERE WAS ANOTHER ISSUE WITH THE MAX. AND SO FOR ME, WHILE WE DON'T DO THE CITY OF PORTLAND AND IT'S ALL OF MULTNOMAH COUNTY, WE DON'T HAVE THE JURISDICTION OF DOING THE CITY OF PORTLAND SAFE ROUTES TO SCHOOL DOLLARS AND THOSE KINDS OF THINGS. AND A GOOD PORTION OF MY DISTRICT IS IN THE CITY OF PORTLAND ST. JOHNS MAYWOOD, BUT IT HAS EXTENDED OUT PAST 122nd. IT IS AN ISSUE THAT IS, YOU KNOW, OF GREAT CONCERN TO ME, AND I KNOW THAT COMMISSIONER MCKEEL FINDS IT A HUGE ISSUE OUT IN EAST COUNTY. AND I WANT TO DO WHATEVER I CAN DO TO BE HELPFUL AND I KNOW SOME OF YOU HAVE SAID COMMISSIONER THIS IS NOT IN YOUR DISTRICT, BUT IT'S IN MULTNOMAH COUNTY. AND WHEN IT IS IMPACTING THE KIND OF NUMBERS THAT WE'RE IMPACTING IN MULTNOMAH COUNTY AND DEATHS THAT WE'RE IMPACTING, IS THE ISSUE FOR ALL OF US. SO I JUST WANT TO GET OUR SENSE LIKE, YOU KNOW, ARE THERE ANY -- LET'S FORGET ABOUT THE SAFE ROUTES TO SCHOOL AND THE MONEY THAT'S GOING TO BE COMING IN A YEAR AND A HALF N. TWO YEARS, BUT ARE THERE ANY SHOVEL-READY PROJECTS TODAY THAT WE CAN DO TO BE HELPFUL TODAY AFTER THE FISCAL YEAR, THE CALENDAR YEAR THAT WE CAN BE HELPFUL WITH BEFORE ALL THOSE DOLLARS COME IN TO PLAY, THAT WE CAN DO SOMETHING NOW THAT'S READY TO GO? AND THAT MAY HAVE A PRICE TAG ON IT. TO BE VERY BLUNT.

Ms. Valencia: THANK YOU, COMMISSIONER. WE HAVE -- WE ARE SO LUCKY IN

MULTNOMAH COUNTY, WE HAVE INCREDIBLE STAFF. BOTH AT THE HERCEPTIN DEPARTMENT AND THROUGHOUT THE COUNTY THAT ARE PAYING ATTENTION TO ALL KINDS OF ISSUES, INCLUDING THE RESPONSE THIS WEEKEND TO EBOLA, INCLUDING THIS WORK HERE. SO WE'RE ALL REALLY FORTUNATE TO HAVE THAT. I'M GOING TO LET OLIVIA AND JOANNA TALK ABOUT WHAT MIGHT BE SHOVEL-READY OPPORTUNITIES WE HAVE, BECAUSE I THINK THEY'RE CLOSER TO KNOWING WHAT'S GOING ON OUT THERE AND HAVE SOME INFORMATION FOR YOU.

Commissioner Smith: THANK YOU.

Ms. Valencia: WE HAVE OUR CAPITAL IMPROVEMENT PLAN AND PROGRAM THAT HAS IDENTIFIED PROJECTS, AND SO AS PART OF THIS, THERE'S ALSO THE REGIONAL SAFETY PLAN THAT STARTED TAKING A LOOK AT SOME OF THE DATA. AND WHERE INCIDENTS WERE HAPPENING. AND I THINK THIS COMBINED WITH THE ARTS PROGRAM I JUST MENTIONED IN MY PREVIOUS SLIDE, THERE WILL BE A PRETTY INTENSIVE REGIONAL COLLABORATION EFFORT THAT WILL BE GOING ON IN THE NEXT YEAR AND A HALF TO IDENTIFY, AND SCOPE PROJECTS AND ALSO TO APPROPRIATELY ALLOCATE THE FUNDING TO THOSE LOCATIONS. SO IN REGARDS TO ANSWERING YOUR QUESTION, I BELIEVE IN THE NEXT YEAR AND A HALF WE'LL HAVE THAT FIGURED OUT AND HAVE A PLAN IN COURSE, AND CURRENTLY WE HAVE A PROGRAM THAT IDENTIFIES BIKE, PED, AND ROADWAY SAFETY IMPROVEMENTS.

Commissioner Smith: FOR EXAMPLE, IS THERE ANYTHING ON 238th AND HOGAN ROAD THAT WOULD NEED SOME EXTRA IMMEDIATE ATTENTION TO SOMETHING?

Vice-Chair McKeel: I'LL SPEAK TO THAT A LITTLE BIT. THROUGH OUR EAST MULTNOMAH COUNTY TRANSPORTATION COMMITTEE, WE DEVELOPED THE EAST METRO CONNECTOR PLAN. AND IN THE PLAN ARE A NUMBER OF PRODUCTS THAT WERE -- WHERE 238 CAME OUT AS THE PRIORITY PLAN, BUT THERE ARE SAFETY ISSUES WITHIN THAT PLAN, AND JOANNA COULD PROBABLY TALK ABOUT THOSE A LITTLE MORE. WE DO HAVE THIS PLAN, WE HAVE AS JOANNA MENTIONED, WE HAVE THE ARATA ROAD PROJECT, WHICH IS A HUGE -- THERE'S NO SIDEWALKS ALONG THAT ROAD, IT'S AN AREA WHERE A LOT OF YOUNG FAMILIES LIVE. SO THAT PROJECT IS FUNDED. WE'RE JUST GOING TO OPEN THE WOOD VILLAGE BOULEVARD, WHICH IS BETWEEN HALSEY, CONNECTS HALSEY TO ARATA ROAD, SORT OF MIDSTREAM FROM THE TWO INTERSECTIONS ON EITHER SIDE. THAT WILL BE OPENING SOON, WHICH WILL BE A HUGE BENEFIT. SO THROUGH THAT EAST METRO CONNECTOR PLAN, WE'RE REALLY ABLE TO IDENTIFY A LOT OF PROJECTS AND THEN TO LOOK FOR THE FUNDING TO GO FORWARD WITH THOSE. AND I DO WANT TO SAY THANK YOU FOR BRINGING THIS FORWARD, THIS IS VERY TIMELY IN A SAD CONTEXT OF THE TWO CHILDREN THAT WERE

HIT ON HALLOWEEN, GETTING OFF THE SCHOOL BUS IN GRESHAM. SO OBVIOUSLY MANY, MANY SAFETY ISSUES ALL OVER THE COUNTY. AND JOANNA, IF YOU WANT TO TALK FURTHER ABOUT --

Ms. Valencia: I ALSO WANT TO HIGHLIGHT WE HAVE THREE COMMUNITY PARTNERS THAT ARE WORKING AT A LOCAL LEVEL AS WELL AS THE REGIONAL LEVEL FOR PEDESTRIAN SAFETY, SAFE ROUTES TO SCHOOL PROGRAM, AND I BELIEVE THEY -- THEY'RE WAITING FOR US IN THE BACK AND THEY WERE ABLE TO PROVIDE MORE EXAMPLES AND POTENTIALLY SHOVEL-READY PROJECTS THAT COULD BE SHARED WITH TODAY.
(VIDEO SHOWN)

Ms. Valencia: I'M GOING TO BRING UP TO THE COMMUNITY PARTNERS SO YOU CAN HEAR THEIR PERSPECTIVE. WE'LL BE JOINED BY GABRIEL GRAFF, THE OPERATIONS MANAGER FOR THE ACT TRANSPORTATION DIVISION, SAFE ROUTES TO SCHOOL FROM THE PORTLAND BUREAU OF TRANSPORTATION, AND LEEANN FERGASON FROM THE SAFE ROUTES TO SCHOOL ADVOCATE FROM THE BICYCLE TRANSPORTATION ALLIANCE. AND KARI SCHLOSSHAUER -- I HOPE I SAID THAT RIGHT -- FROM THE PACIFIC NORTHWEST REGIONAL POLICY MANAGER FOR THE SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP. SO I'M GOING TO TURN IT OVER TO THEM AND LET THEM TALK ABOUT THEIR WORK.

Mr. Graff: CAN YOU HEAR ME? OK. GOOD MORNING. THANKS SO MUCH FOR HAVING ME. MY NAME IS GABRIEL GRAFF, I'M THE OPERATION AND SAFETY MANAGER WITH THE PORTLAND BUREAU OF TRANSPORTATION. I'LL TALK ABOUT TRANSPORTATION, SAFETY, PEDESTRIAN SAFETY ISSUES AND RELATED WORK IN THE CITY OF PORTLAND. PORTLAND IS HOME TO 15% OF THE STATE'S POPULATION, BUT 22% OF ITS CRASHES. THE NUMBER OF PORTLANDERS KILLED IN TRAFFIC CRASHES HAS REMAINED STUBBORNLY FLAT OVER THE LAST 20 YEARS. ON AVERAGE, 37 PEOPLE DIAPER YEAR IN TRAFFIC CRASHES IN PORTLAND. LAST YEAR 36 PEOPLE DIED AND THAT'S MORE THAN DOUBLE THE NUMBER OF HOMICIDES WE SAW IN THE CITY. HERE YOU SEE A MAP OF ALL THE FATAL CRASHES IN THE CITY OF PORTLAND OVER THE LAST FIVE YEARS. IN WHICH 156 PEOPLE HAVE DIED. ROUGHLY ONE-THIRD WERE PEDESTRIANS, AND THEY'RE SHOWN IN GREEN. AND MOST OFTEN STRUCK AS YOU HEARD EARLIER, WHILE CROSSING THE STREET.

Mr. Graff: SO WHERE ARE THESE FATAL AND SERIOUS INJURY CRASHES HAPPENING? AS METRO POINT OUT IN THEIR STATE OF SAFETY REPORT, THEY'RE MOST OFTEN OCCURRING ON MULTILANE, HIGH-VOLUME ROADWAYS. THEY CUT THROUGH BUSINESS DISTRICTS, SCHOOL ZONES AND RESIDENTIAL NEIGHBORHOODS, AND THEY SUFFER A CRASH RATE 4.3 TIMES HIGHER THAN OUR FREEWAY SYSTEM. IN PORTLAND, WE CALL THESE ROADS HIGH-CRASH CORRIDORS. HERE YOU CAN SEE THE 10 WE'VE

IDENTIFIED HIGHLIGHTED IN YELLOW, THE RED ARE INJURY CRASHES FROM 2008-2012, AND THE ASTERISKS REPRESENT TRAFFIC FATALITIES. SO THESE 10 ROADWAYS ARE JUST 4% OF PORTLAND'S ARTERIAL ROADWAY SYSTEM, YET THEY ACCOUNT FOR 66% OF OUR PEDESTRIAN FATALITIES. IT IS MOST OFTEN IN OUR LOW-INCOME COMMUNITIES WHERE THESE CORRIDORS ARE THE WIDEST AND FASTEST. AS OLIVIA MENTIONED, THIS IS A SERIOUS EQUITY ISSUE. THE POOREST PORTLANDERS HAVE THE FEWEST RESOURCES OFTEN HAVE TO CROSS OUR BUSIEST AND FASTEST ROADWAYS TO GET TO SCHOOL, TO GET TO THE STORE, OR TO ACCESS TRANSIT. AS GOVERNING MAGAZINE RECENTLY HIGHLIGHTED, YOUR CHANCES OF GETTING STRUCK AND KILLED AS PEDESTRIAN IN MULTNOMAH COUNTY ARE 2.3 TIMES HIGHER IF YOU LIVE IN A HIGH POVERTY CENSUS TRACT. SO WHAT ARE WE DOING IN THE CITY OF PORTLAND? THE BUREAU OF TRANSPORTATION, WE RUN TARGETED SAFETY PROGRAMS SUCH AS SAFE ROUTES TO SCHOOL, AND HIGH-CRASH CORRIDORS TO REACH VULNERABLE POPULATIONS AND CHANGE CONDITIONS IN BEHAVIOR WHERE THE ISSUES ARE THE WORST. WE IMPLEMENT PROVEN SAFETY COUNTERMEASURES SUCH AS INSTALLING RAPID FLASHING BEACONS ON MULTILANE CROSSINGS. I HAVE SEVERAL SHOVEL-READY PROJECTS I CAN TALK TO YOU ABOUT LATER. AND WE'RE WORKING TO SECURE MORE RESOURCES FOR NEEDED SAFETY IMPROVEMENTS. AND I'LL TALK ABOUT EACH OF THOSE IN MORE DETAIL. FIRST, SAFE ROUTES. I'LL BE BRIEF ON THIS PROGRAM BECAUSE I KNOW I'VE GOT SOME FRIENDS HERE TO TALK MORE ABOUT IT.

Mr. Graff: PORTLAND'S BEEN RUNNING VARIATIONS ON THIS PROGRAM FOR A WHILE, BUT WE STARTED OUR COMPREHENSIVE PROGRAM IN 2005. WE FUND OUR PROGRAM THROUGH TRAFFIC FINE REVENUE, AND OUR PROGRAM WE WORK WITH BICYCLE TRANSPORTATION ALLIANCE TO TEACH SECOND GRADERS HOW TO SAFELY CROSS THE STREET, FIFTH GRADERS HOW TO NAVIGATE THEIR NEIGHBORHOOD ON BIKES, AND WE WORK WITH COMMUNITIES TO MAKE THE STREETS AROUND THEIR SCHOOLS SAFER. WE PARTNER WITH VOLUNTEERS AND COMMUNITY ORGANIZATIONS TO PROMOTE WALKING AND BIKING TO SCHOOL, AND YOU CAN SEE THE RESULTS OF ONE OF THESE EFFORTS HERE AT KING ELEMENTARY. THIS IS ONE OF THE WALKING SCHOOL BUS PROGRAMS.

Mr. Graff: WE'RE ALSO QUITE PROUD OF OUR WORK ON OUR SAFE ROUTES TO SCHOOL POLICY DOCUMENT, WHICH IS SHOWN ON THE SCREEN THERE. WHICH WE DEVELOPED IN PARTNERSHIP WITH MULTNOMAH COUNTY HEALTH DEPARTMENT STAFF, INCLUDING OLIVIA, AS PART OF OUR COMMUNITIES PUTTING PREVENTION TO WORK PROJECT. THIS POLICY PROVIDES AN EQUITY LENS FOR OUR SAFE ROUTES PROGRAM, AND FOR OUR -- ALL OF OUR DECISION MAKING AND WAS RECENTLY USED TO STEER \$24 MILLION OF SAFE ROUTES FUNDING AND OUR PROPOSED OUR STREETS EFFORT TO THE SCHOOLS AND STUDENTS WHO NEED IT MOST. SO I WANT

TO GIVE YOU A BEFORE AND AFTER OF WHAT -- WHERE THE -- WHAT THE PROBLEM LOOKS LIKE AND HOW TO FIX IT. ON THE CAPITAL SIDE, UNFORTUNATELY TOO MANY OF OUR STREETS, ESPECIALLY IN EAST PORTLAND, LOOK LIKE THIS. THIS PHOTO SHOWS A MARKED CROSSING ON NORTHEAST GLISAN. IN 2011 A FOUR-LANE, 35 MILE-PER-HOUR ROADWAY. THIS IS THE CROSSING WHERE ON JANUARY OF 2013, 28-YEAR-OLD HEATHER FITZSIMMONS WAS KILLED WHILE WALKING HOME FROM WORK. THIS IS AN EXAMPLE OF A PEDESTRIAN CROSSING THAT DOES NOT MEET CURRENT BEST PRACTICES FOR SAFETY. THERE'S NO PEDESTRIAN REFUGE ISLAND, THERE'S NO ACTIVE WARNING DEVICE. IT DOES NOT MEET THE ACCESSIBLE - - THE AMERICANS -- IT DOES NOT MEET ADA. WHILE THE BUREAU HAS IDENTIFIED THIS CROSSING AS NEEDED SAFETY IMPROVEMENTS, WE LACK THE FUNDS TO IMPLEMENT THEM. HERE'S WHAT A NORTHEAST GLISAN AND 78th LOOKS LIKE TODAY. AFTER HEATHER'S DEAF, STAFF MET WITH HER FAMILY, COLLEAGUES, NEIGHBORS, NEARBY BUSINESSES AND CHURCHES TO DETERMINE THE APPROPRIATE FIX. HERE YOU SEE THOSE IMPROVEMENTS IMPLEMENTED. YOU HAVE AN IMPROVED CROSSING WITH A RAPID FLASHING BEACON A. PEDESTRIAN REFUGE ISLAND IN THE MIDDLE OF THE STREET AND A NEW THREE-LANE CROSS-SECTION WITH A CENTER TURN LANE IN THE MIDDLE.

Mr. Graff: WE EXPECT THIS CROSSING IMPROVEMENT TO REDUCE PEDESTRIAN CRASHES HERE BY AT LEAST 46% AND THE 20-BLOCK PROJECT TO REDUCE CRASHES OF ALL TYPES BY 29%. WE NEED TO BUILD MORE PROJECTS LIKE THIS AND WE NEED MORE RESOURCES TO DO IT. WHICH BRINGS US TO OUR STREET EFFORT. AS PEOPLE DRIVE LESS AND THEY DRIVE IN MORE FUEL EFFICIENT VEHICLES, PORTLAND BUREAU OF TRANSPORTATION'S PRIMARY FUNDING STREAM, THE GAS TAX, HAS NOT KEPT PACE WITH OUR NEEDS. SO MAYOR HALES AND COMMISSIONER NOVICK HAVE BEEN LEADING AN EFFORT TO RAISE LOCAL FUNDING FOR SAFETY NEEDS AND MAINTENANCE PRIORITIES. 47% OF THE FUNDING IN THIS PROPOSAL WILL BE SPENT ON SAFETY. YOU CAN SEE THE FIRST THREE YEARS OF WORK MAPPED AGAINST HOUSEHOLD INCOME. YOU'LL KNOW TO FOCUS ON EAST PORTLAND AND OUR HIGH-CRASH CORRIDORS. THIS PROPOSAL WILL HAVE SIGNIFICANT TRANSPORTATION SAFETY BENEFITS, AND ITS NEW VERSION SUPPORTED BY A BROAD AWAY OF COMMUNITY ORGANIZATIONS INCLUDING A FEW HERE TODAY. THIS PROPOSAL GOES BEFORE CITY COUNCIL ON NOVEMBER 20th AND WILL BE VOTED ON IN EARLY DECEMBER. IF YOU'RE INTERESTED IN HEARING MORE ABOUT IT, LET ME KNOW.

Mr. Graff: YOU CAN FIND OUT MORE ON OUR WEBSITE, OURSTREETSPDX.ORG, AND I'LL BE AT AN OPEN HOUSE ON WEDNESDAY NIGHT IF YOU WANT TO COME. THE WORK AHEAD. WE NEED MORE THAN JUST MONEY HERE. WE NEED TO FUNDAMENTALLY CHANGE THE WAY PEOPLE THINK ABOUT TRANSPORTATION AND TRAFFIC SAFETY. WHEN

PORTLANDERS WAKE UP AND TURN ON THE RADIO OR TV AND HEAR ABOUT TRAFFIC CRASHES, WE NEED THEM TO THINK NOT JUST ABOUT THE IMPACTS OF THEIR COMMUNITY TIME, BUT THE IMPACTS OF THE FAMILIES OF THOSE INVOLVED AND A COMMUNITY AS A WHOLE. OUR TRANSPORTATION DIRECTOR HAS COMMITTED PBOT TO DEVELOPING A VISION ZERO STRATEGY. AT ITS BASE VISION ZERO WORKS TO INSTALL A NEW WAY OF THINKING ABOUT TRAFFIC FATALITIES, THAT THEY'RE NOT INEVITABLE. IS IT A PHILOSOPHY THAT REJECT THE CULTURE OF ACCEPTANCE AROUND TRAFFIC CRASHES. IT REJECT THE NOTION THAT CRASHES ARE MERE ACCIDENTS, BUT INSTEAD PREVENTABLE INCIDENTS THAT CAN AND MUST BE SYSTEMATICALLY ADDRESSED. ACHIEVING VISION ZERO, ELIMINATING TRAFFIC DEATH AND SERIOUS INJURIES REQUIRES A COMPREHENSIVE APPROACH THAT ENGAGES DIVERSE PARTNERS AND UTILIZES A WIDE RANGE OF EDUCATION, ENFORCEMENT, AND ENGINEERING STRATEGIES. AND IT HAS PROFOUND IMPLICATIONS ON PUBLIC HEALTH. SAFE STREETS ARE HEALTHY STREETS. THEY FOSTER MORE WALKING AND BIKING AND TRANSIT USE. THANKS FOR YOUR TIME. LET ME KNOW IF YOU HAVE ANY QUESTIONS.

Chair Kafoury: QUESTIONS?

Vice-Chair McKeel: I DO HAVE A QUESTION. THE CROSSWALK YOU SHOWED AT 78TH AND GLISAN, I THINK THAT'S -- MY QUESTION WAS AROUND THAT ANYWAY, EVEN BEFORE YOU SHOWED THE PICTURE BECAUSE I FEEL THERE'S A LOT OF CROSSWALKS THAT AREN'T WELL LIT ON THE SIDEWALK, YOU CAN COME UP ON THEM AND REALIZE SOMEBODY IS STANDING THERE WAITING TO CROSS. SO HAVE YOU DONE AN ASSESSMENT OF THE NUMBER OF THOSE THAT ARE IN THE PORTLAND AREA, OR -- AND --

Mr. Graff: YES. THERE'S A FEW QUESTIONS THERE. I THINK THE -- WHEN YOU LOOK AT THE 78th AND GLISAN PHOTO, THERE WERE LIGHTING ISSUES. AND THERE ARE LIGHTING ISSUES AT A LOT OF OUR CROSSINGS. TWO DIFFERENT KINDS OF LIGHTING TECHNOLOGY. WE IMPLEMENTED BOTH IN THAT PROJECT, ONE STREET LIGHTS, SO THERE'S NEW LED LIGHTS WHICH ARE BRIGHTER AND PROVIDE A HIGHER DEGREE OF CLARITY FOR DRIVERS. SO THAT'S -- WE'RE WORKING ON CONVERTING ALL OF THE STREET LIGHTS IN THE CITY TO LED AND PROVIDING -- THEY ALSO CAN PROVIDE TARGETED LIGHTING SO THEY CAN BE DIRECTED TOWARD THE CROSSING, WHICH -- BUT THE OTHER SORT OF LIGHTING TECHNOLOGY THERE IS THE ACTIVE WARNING DEVICE OR THE RAPID FLASHING BEACON WHICH IS A HIGH-FREQUENCY LED. THAT TYPE OF CROSSING IMPROVEMENT IS VERY USEFUL FOR THOSE MULTILANE CROSSINGS. SO TWO-LANE STREETS FOR A PEDESTRIAN WITH JUST A MARKED CROSSING ARE RELATIVELY EASY TO NAVIGATE. WHERE WE SEE TIME AND TIME AGAIN PEDESTRIAN FATALITIES ARE MULTILANE CROSSINGS, FOUR AND FIVE AND WIDER STREETS, AND MOST OFTEN IT'S A DOUBLE THREAT PHENOMENON. SO THERE'S -- IF YOU

HAVE AS A PEDESTRIAN -- I'M SURE YOU'RE FAMILIAR AS A PEDESTRIAN EXPERIENCING IT, IF YOU'RE TRYING TO CROSS A FOUR-LANE STREET, YOU STOP, YOU'RE WAITING AT THE CROSSING AND THE FIRST CAR STOPS FOR YOU, AND YOU START TO GO OUT, AND THAT CAR IS LOCKING THE -- BLOCKING OF THE VISION OF THE CAR IN THE OTHER LANE. AND AS -- LEGALLY IF YOU'RE DRIVING AND YOU SEE A CAR STOPPED AT A CROSSING YOU'RE SUPPOSED TO STOP AS WELL, BUT NOT EVERYONE DOES. THAT DOUBLE THREAT IS WHAT KILLED HEATHER AT 78th AND GLISAN. SO WE HAVE IDENTIFIED THOSE, WE HAVE IDENTIFIED THOSE CROSSINGS. WE ARE HOPING TO BUILD THEM OUT IF WE'RE SUCCESSFUL IN GETTING FUNDING, WE HAVE SEVERAL THAT WE'RE IN CONSTRUCTION WITH NOW. BUT THERE'S A LOT OF WORK TO DO.

Vice-Chair McKeel: AND I SEE THAT POWELL AND DIVISION WERE ON YOUR MAP THERE. SO IT'S A GOOD THING WE'RE DOING THE POWELL AND DIVISION CORRIDORS.

Mr. Graff: YES. AND SO OFTEN THESE CROSSINGS, WHERE THE PEDESTRIAN DEMAND IS WHERE THE BUS STOPS ARE. SO THIS SORT OF COLLABORATION AND WORKING TOGETHER TO THINK THROUGH HOW WE CAN MAKE OUR WHOLE TRANSPORTATION SYSTEM WORK FOR EVERYONE IS A GOOD EFFORT.

Vice-Chair McKeel: THANK YOU.

Commissioner Smith: MADAM CHAIR, I HAVE A QUESTION. IN TERMS OF THE SAFE ROUTES TO SCHOOL, HOW DO YOU IDENTIFY WHICH SCHOOLS PARTICIPATE IN THOSE ACTIVITIES?

Mr. Graff: WELL, AS PART OF OUR POLICY DOCUMENT THAT I TALKED ABOUT EARLIER, WE HAVE THIS EQUITY MATRIX THAT RANKS SCHOOLS AND SCHOOL COMMUNITIES ON THE SAFETY NEEDS, CRASH DATA, THE PRESENCE OF THE DENSITY OF THE SIDEWALK TECHNICALLY, HOW MANY SIDES WALKS ARE AROUND THE SCHOOL, BIKEWAY FACILITIES. AND ALSO THE DEMOGRAPHICS OF THE STUDENTS. STUDENTS WITH DISABILITIES, IMMIGRANTS, AND THAT SORT OF PUTS SCHOOLS ON A SPECTRUM. SO WE -- OUR PREFERENCE IS TO WORK WITH THE SCHOOLS WITH THE HIGHEST NEEDS FIRST. WITH OUR BIKE SAFETY AND PEDESTRIAN SAFETY PROGRAMS, THOSE ARE IN-CLASSROOM ACTIVITIES. WE DO THEM DURING THE SCHOOL DAY SO WE CAN REACH EVERYBODY AT ONCE. IDEALLY WE'RE -- OUR GOAL WOULD BE TO EDUCATE EVERY SECOND GRADER AND EVERY FIFTH GRADER IN THE CITY, SO THAT BY THE TIME THEY REACH MIDDLE SCHOOL THEY HAVE THESE FUNDAMENTAL TRAFFIC SAFETY SKILLS. SO WE WORK IN 40 SCHOOLS AND SOME -- ONE OF THE CHALLENGES WE RUN INTO WITH IMPLEMENTING THAT PROGRAM IS BECAUSE IT'S IN CLASSROOM TIME, THE SCHOOLS THAT HAVE THE MOST ACADEMIC PRESSURE ARE THE LEAST

LIKELY TO WANT TO SHARE IT WITH A PARTNER LIKE OURS. IT'S NOT -- THESE PROGRAMS AREN'T DRIVING TEST SCORES.

Commissioner Smith: THEREIN LIES THE QUESTION IN THE DEMOGRAPHICS THAT YOU GAVE, IT WASN'T WEIGHTED IN ANY KIND OF WAY BECAUSE I'M SURE EVERY SCHOOL HAS THOSE PARTICULAR DEMOGRAPHICS, BUT WHAT I'M CONCERNED ABOUT IS, COULD YOU ACTUALLY IDENTIFY SCHOOLS THAT HAVE A HIGH FREE AND REDUCED LUNCH DEMOGRAPHIC --

YES.

Commissioner Smith: THAT'S -- HERE AT MULTNOMAH COUNTY A COUPLE YEARS AGO WE DID SOMETHING THAT WAS VERY I THOUGHT IT WAS PRETTY INNOVATIVE, AND THIS BOARD, MINUS COMMISSIONER BAILEY, AND I'M SURE IF STEVE WAS HERE HE WOULD HAVE VOTED FOR IT IN MY DISTRICT YOU'RE FAMILIAR WITH THE CULLY PARK, AND BEING ON THE OLD DUMP SITE, AND IT IS A PHYSICAL FITNESS DESERT AS WELL AS A FOOD DESERT, AND IF ANY OF YOU HAVE TRAVELED IN THAT NEIGHBORHOOD, IT IS ALSO A SIDEWALK DESERT. SO MANY FOLKS, THEY DON'T GO OUT AND WALK ON THE STREETS, IT'S JUST DIFFICULT TO WALK ON THOSE ROCKS. AND WHAT WE DID HERE, WE SUPPORTED A PROJECT THAT WE WOULD SPEND DOLLARS FROM THE HEALTH DEPARTMENT, WE PAID FOR THE TRAILS WITHIN THE PARK. AND SOME SAID IN THE BEGINNING Y. ARE WE DOING PARKS? THAT'S CITY STUFF. BUT THIS IS THE STANDPOINT I CAME FROM, IN THAT I WAS ABLE TO CONVINCE MY COLLEAGUES OF, IS THAT THIS IS A HEALTH ISSUE, AND IF WE CAN GIVE SOME OF THE RESIDENTS OUT OF THEIR HOMES AND INTO THE PARK AND WALK ON THE TRAILS, WE WILL BE DOING A HUGE AMOUNT OF GOOD IN THAT NEIGHBORHOOD. BECAUSE THEY DON'T HAVE A PARK OR ANYTHING. AND LIKE YOU SAID THE STREETS ARE HORRIBLE. FOR ME, WHEN WE CAN FIGURE OUT OPPORTUNITIES -- AND IT WASN'T A LARGE AMOUNT OF MONEY. IT WAS LIKE \$50,000. AND TO PARTNER WITH THE CITY OF PORTLAND, BECAUSE I WILL NOT TAKE OVER THE INFRASTRUCTURE AND THE STREETS. I THINK I MAKE MY HEALTH DEPARTMENT CRINGE. THAT'S NOT MY GOAL AT ALL. JUST TO FIND THOSE REALLY OPPORTUNITIES TO HELP COMMUNITIES WHO ARE UNDERSERVED AND YOU KNOW THE AREA IN CULLY IS VERY MUCH UNDERSERVED, AND TO FIGURE OUT WAYS IN WHICH AS THE HEALTH BOARD HERE THAT WE CAN PARTNER WITH OTHER ORGANIZATIONS TO KIND OF LOOK AT A PROJECT AND SAY, YEAH, I CAN GO BACK AND SEE THAT WE REALLY MADE A DIFFERENCE FOR THE PEOPLE IN THAT COMMUNITY BY PUTTING THOSE TRAILS IN. AND I DON'T THINK PEOPLE THINK ABOUT IT WHEN YOU'RE TALKING ABOUT HEALTH. WE'RE OFTEN TIMES ALWAYS POINTING AT THE OTHER GOVERNMENT. THAT'S THEIR ISSUE. BUT I THINK 23 WE TRY TO FIGURE OUT WAYS TO PARTNER, WE CAN BETTER SERVE THE UNDERSERVED IN OUR COMMUNITY. SO I APPRECIATION THE WORK YOU'RE DOING AND THAT NUMBER ABOUT 2.3 TIMES MORE

LIKELY IN NEIGHBORHOODS THAT EXPERIENCE HIGH POVERTY, THAT KIND OF -- IT'S VERY STRIKING NUMBER.

Mr. Graff: THANK YOU FOR THE INVESTMENT IN CULLY PARK. WE HAVE A 3.3 MILLION DOLLAR FEDERAL GRANT TIME PROVE CONNECTIONS TO THAT PARK, WHICH WILL BE IN CONSTRUCTION IN 2017 I BELIEVE. NOT ONLY WILL THERE BE PATHS AND PARKS FOR KIDS TO WALK ON, BUT THERE WILL BE IMPROVED SIDEWALKS AND STREETS.

Commissioner Bailey: I HAVE A COMMENT. YOUR MAPS SHOW, AND I THINK EXPERIENCE INDICATES THIS IS A PROBLEM ON THE WEST SIDE AS WELL TOO, AND I THINK SOMETIMES THERE ARE COMMUNITIES WHERE PERHAPS THERE ARE FEWER PEDESTRIAN ACCIDENTS BECAUSE THAT COMMUNITY HAS GIVEN UP ON TRYING TO WALK AND HAS SIMPLY RESIGNED TO DRIVE INSTEAD. AND I WOULD NOTE BECAUSE I JUST HAD THE CONVERSATION THE OTHER DAY, THERE'S SOME FOLKS IN HILLSDALE THAT NEED YOUR VILLAGE IN CONNECTING THOSE COMMUNITIES TO ROBERT GRAY MIDDLE SCHOOL AND MAKING SURE --

Mr. Graff: I'M FAMILIAR WITH THAT PROJECT.

Commissioner Bailey: THEY REMIND ME FREQUENTLY, SO I'M DOING MY JOB IN REMINDING YOU. [LAUGHTER]

Chair Kafoury: DO WE HAVE OTHER PRESENTERS? GREAT. THANK YOU.

Ms. Ferguson: THANK YOU GUYS SO MUCH FOR YOUR TIME. MY NAME IS LEANNE FERGUSON -- MY NAME IS LEEANN FERGASON, AND I'M HERE TODAY TO TALK ABOUT A PROBLEM -- A SOLUTION, THE FIVE COMPONENTS OF SAFE ROUTES TO SCHOOL, A LITTLE BIT OF STATISTICS FROM OUR FRIEND OF THE CITY OF PORTLAND ABOUT HOW THE USING THOSE FIVE COMPONENTS REALLY WORKS IN INCREASING WALKING AND BIKING, SOME OF THE BARRIERS CURRENTLY TO SAFE ROUTES TO SCHOOL THAT NOT MANY SCHOOLS HAVE REALLY TAKEN THOSE FIRST STEPS, AND OUR OPPORTUNITY TO PROVIDE ADDITIONAL SUPPORT FOR SAFE ROUTES TO SCHOOL. SO I WANTED TO START WITH A STORY ABOUT WHY SAFE ROUTES TO SCHOOL FOR EVERY KID IS IMPORTANT TO ME. MY SISTER HAS FIVE BEAUTIFUL LITTLE RED-HEADED BOYS, AND ACCORDING TO THE CENTERS FOR DISEASE -- I DON'T KNOW HOW SHE DID IT, BUT THEY'RE AMAZING --

Ms. Ferguson: ACCORDING TO THE CENTER FOR DISEASE CONTROL, MY NEPHEWS WILL BE THE FIRST GENERATION NOT TO LIVE AS LONG AS THEIR PARENTS. THEY WILL A SHORTER LIFE EXPECTANCY THAN MINE, THAN YOURS, ONE IN THREE KIDS IS OVERWEIGHT AND 60% OF KIDS DON'T GET ANY EXERCISE OUTSIDE OF SCHOOL AND ARE AT HIGHER RISK FOR HEART DISEASE AND DIABETES. WE'RE AT A POINT WHERE WE HAVE TO CHOOSE

WHICH KIDS WE'LL NURTURE BY SUPPLYING THE TOOLS THEY NEED TO GET DAILY EXERCISE AND WHICH THREE WILL LEAVE BEHIND. AND I PUT A FACE ON THOSE FACES, I USE MY NEPHEWS, AND I CAN'T PICK WHO TO LEAVE BEHIND. EVERY DAY SOMEBODY'S -- WE KNOW OUR KIDS ARE BECOMING MORE AND MORE UNHEALTHY, AND THAT LOWER INCOME KIDS ARE THE MOST AT RISK. SO THIS IS A PROBLEM THAT WE CAN SOLVE WITH SAFE ROUTES TO SCHOOL FOR EVERY KID. WHEN WE MAKE SAFETY IMPROVEMENTS WITHIN THE ONE-MILE RADIUS OF A SCHOOL, THOSE IMPROVEMENTS WILL SERVE THE WHOLE COMMUNITY, BUT ALSO OUR KIDS, OUR MOST VULNERABLE CITIZENS FIRST IF WE HAD SAFE ROUTES TO SCHOOL IN THE WHOLE AREA WE WOULD REACH 150,000 KIDS OF ALL INCOME LEVELS AND CULTURES WITH SAFE AND ACTIVE WAYS TO SCHOOL. ALSO MAKING SAFE ROUTES TO SCHOOL FOR EVERY SCHOOL IN OUR REGION WOULD REACH ABOUT 50% OF OREGON'S MINORITY FAMILIES. SO LET'S UNPACK SAFE ROUTES TO SCHOOL A LITTLE BIT. WHAT IS IT? ONE ASPECT IS ENCOURAGEMENT. THESE ARE PHOTOS FROM AN EVENT THAT HAPPENED AT DEXTER McCARTY MIDDLE SCHOOL IN GRESHAM IN OCTOBER FOR WALK AND BIKE TO SCHOOL DAY. TEACHERS, PARENTS, CITY STAFF AND STUDENTS WORKED TOGETHER TO ENCOURAGE WALKING AND BIKING ON THIS DAY, AND IT WORKED. MANY KIDS WALKED AND BIKED TO SCHOOL THAT DAY. CELEBRATIONS WERE HELD ALL ACROSS OREGON, ALL ACROSS THE METRO AREA, ENCOURAGING KIDS TO WALK AND BIKE TO SCHOOL. ANOTHER ASPECT OF SAFE ROUTES TO SCHOOL IS EDUCATION. IN GRESHAM AGAIN THERE ARE TEACHERS LIKE MIKE MANN, KRISTIN WARREN, TEACHERS WHO WANT TO SEE THEIR STUDENTS WALKING AND BIKING AND ARE EXCITED TO TEACH THEM HOW TO DO IT SAFELY. IN OUR REGION WE ACTUALLY HAVE SEVERAL CURRICULA, WE HAVE A BIKE SAFETY SAFE ROUTES FOR KIDS CURRICULUM THAT WAS CALLED OUT BY THE SURGEON GENERAL AS BEING AN EXCELLENT CURRICULUM. WE ALSO HAVE A PEDESTRIAN SAFETY EDUCATION PROGRAM THAT GABE WAS TALKING ABOUT FOR SECOND GRADERS, WHICH I BROUGHT LIKE THE ROADWAY THAT WE USE FOR THE INSIDE PORTION, BUT I WON'T ROLL IT OUT FOR YOU GUYS. THIS IS WHAT THE ROADWAY CAN LOOK LIKE FOR A EDUCATION PROGRAM. BOTH OF THESE PROGRAMS WE TAKE KIDS OUTSIDE ONTO THE STREETS TO PRACTICE CROSSING THE STREET SAFELY AS WELL AS PRACTICE BICYCLING SAFELY ON THE ROADWAYS. OUR TEACHERS AND SCHOOL STAFF ARE CONSTANTLY RUNNING INTO BARRIERS WHEN TRYING TO IMPLEMENT SAFE ROUTES TO SCHOOL PROGRAMS. THEY LACK THE FUNDS FOR EDUCATION TERRITORIES LIKE BIKES, THE STREETS AROUND THE SCHOOLS AREN'T QUITE -- AREN'T SAFE, AND STAFF CAPACITY ESPECIALLY AT LOWER INCOME SCHOOLS IS NONEXISTENT FOR HEALTH AND SAFETY EFFORTS. IN THE CITY OF PORTLAND, AND IN OTHER CITIES IN THE PORTLAND METRO AREA, THERE'S A LOT -- ESPECIALLY IN PORTLAND, THERE'S A LOT OF CITY SUPPORT FOR SAFE ROUTES TO SCHOOL AS WE HEARD GABE TALK ABOUT, AND THERE'S NOT THAT LEVEL IN OTHER AREAS IN THE METRO AREA. EVEN THE SUPPORT THAT THE -- THAT THE CITY IS

ABLE TO PROVIDE IS NOT ENOUGH TO REACH ALL STUDENTS WITH EDUCATION PROGRAMMING OR FIX ALL THE PROBLEMS AROUND THE SCHOOLS THAT YOU GUYS HAVE ALREADY MENTIONED THAT THERE'S NOT ENOUGH FUNDING TO FIX EVERYTHING. SO SAFE ROUTES TO SCHOOL -- I FORGOT ABOUT THE OTHER TWO PIECES. THE OTHER TWO PIECES ARE ENGINEERING IMPROVEMENTS AROUND THE SCHOOL, PARTNERING WITH POLICE OFFICERS AND SCHOOL RESOURCE OFFICERS TO ENFORCE TRAFFIC LAWS AROUND THE SCHOOL AND EVALUATING THE PROGRAM. WHICH LEADS US TO THIS CHART. SORT OF PAY ATTENTION TO THE TOP TWO LINES AT THE TOP. ESPECIALLY THE BLUE LINE THAT INDICATES WALKING AND BIKING INCREASING. WE KNOW THAT SAFE ROUTES TO SCHOOL THAT INCLUDES EDUCATION, ENCOURAGEMENT AND MAKING STREETS SAFE INCREASES WALKING AND BIKING BY ABOUT 14% AND CAN AS MUCH AS QUADRUPE THE AMOUNT OF KIDS WALKING AND BIKING IN THE FIRST YEAR, EVEN AT SCHOOLS WHERE 50% OR MORE OF THE KIDS RECEIVING FREE AND REDUCED LUNCH. SO WE'VE SEEN SIGNIFICANT INCREASES EVEN IN TITLE I SCHOOLS WHEN THEY GET ALL THE PIECES OF THE SAFE ROUTES TO SCHOOLS PROGRAM. SO THIS IS DATA TAKEN FROM A SURVEY COLLECTED FROM 2007-2013 IN POWERBALL PORTLAND, DAVID DOUGLAS -- TRAVEL CHOICES IMPLEMENTED BITE CITY OF PORTLAND IN SHOWING THAT WALKING AND BIKING IS GOING UP WHILE FAMILY VEHICLE DRIVING IS GOING DOWN BECAUSE OF THE SAFE ROUTES TO SCHOOL PROGRAM. SO IN SCHOOL COMMUNITIES AND ON A CITY AND COUNTY LEVEL, A NEEDS ASSESSMENT IS A GOOD FIRST STEP. THIS CHART SHOWS HOW MANY NEEDS ASSESSMENTS HAVE CURRENTLY BEEN DONE FOR SCHOOLS IN THE PORTLAND METRO AREA. ABOUT 59 TOTAL, OUT OF ABOUT 414. SO WE'RE MISSING ABOUT 350 JUST BASELINE NEEDS ASSESSMENTS THAT WOULD GATHER BASELINE DATA, IDENTIFY BARRIERS TO WALKING AND BIKING AT THAT SPECIFIC SCHOOL, AND YOU CAN SEE THAT MOST OF OUR MULTNOMAH COUNTY SCHOOLS DON'T HAVE THE RESOURCES TO EVEN TAKE THIS FIRST STEP. MUCH LESS IMPLEMENT A COMPREHENSIVE PROGRAM. THIS IS WHERE SOME OF THE PROJECTS THAT GABE CAN IDENTIFY, LIKE SHOVEL READY PROJECTS, COME FROM THESE NEEDS ASSESSMENTS THAT HAVE BEEN DONE FOR MANY OF THE SCHOOLS IN PORTLAND. IT IDENTIFIES AND PRIORITIZES THE PROJECTS AROUND THE SCHOOL THAT CAN MAKE THEM INDEED SHOVEL READY WHEN FUNDING BECOMES AVAILABLE. SO THE COST OF SAFE ROUTES TO SCHOOL IS NOT THAT HIGH, AND THE BENEFITS ARE REALLY GREAT. IMAGINE HAVING ACROSS THE METRO AREA, WHERE WE COIN CREASE WALKING AND BIKING BY 14% IN THE FIRST COUPLE YEARS. IF YOU LOOK TO THE LEFT, IT GIVES YOU A BASIC BREAKDOWN OF HOW MUCH FUNDING WOULD BE -- COULD BE USED FOR MAKING STREETS SAFE, HOW MUCH IT WOULD COST TO EDUCATE AND ENCOURAGE, SINCE THERE NO LONG ERNIE FEDERAL FUNDING OR RESTRICTIONS ON SAFE ROUTES TO SCHOOL PROGRAMMING, WE CAN NOW START LOOKING INTO WORKING WITH HIGH SCHOOLERS AND HAVING INCLUDED YOUTH PATHS IN WHAT WE'D LIKE TO SEE FOR SAFE ROUTES TO

SCHOOL IN THE FUTURE, AS WELL AS NEEDS ASSESSMENTS. AND ON THE RIGHT SORT OF DIAGRAM WHAT IT WOULD COST PRETTY MUCH EVERY TWO YEARS TO RUN A REALLY, REALLY COMPREHENSIVE SAFE ROUTES TO SCHOOL PROGRAM FOR EVERY SINGLE STUDENTS IN THE PORTLAND METRO AREA. SO WE HAVE A GREAT OPPORTUNITY TO BE LEADERS IN OREGON AS WELL AS LEADERS IN THE UNITED STATES. AS SAFE ROUTES TO SCHOOL IS NOT SOMETHING MANY CITIES ARE DOING ON A METRO WIDE LEVEL. THIS PHOTO IS OF THE KIDS AT HARRISON PARK, A SCHOOL IN EAST PORTLAND. AND I -- IT WAS ABLE TO GO AND WALK AND BIKE TO SCHOOL DAY THIS YEAR, THEY WERE ALSO PARTICIPATING. THIS IS MARCUS AND HIS SISTER, THEY WANTED TO HELP WELCOME AND CELEBRATE WITH THE KIDS AS THEY CAME INTO THE SCHOOL. EVEN THOUGH THEY THEMSELVES WERE NOT ALLOWED TO WALK TO SCHOOL DUE TO A DANGEROUS INTERSECTION. THIS IS OUR OPPORTUNITY TO FUND REGIONAL SAFE ROUTES TO SCHOOL FOR THEM AND EVERY KID. WE HAVE OVER 142 MILLION DOLLARS THAT COMES INTO OUR REGION EVERY TWO YEARS FROM THE FEDERAL GOVERNMENT, AND SAFE ROUTES TO SCHOOL PROVIDES AN OPPORTUNITY TO FOCUS ON CHILDREN FIRST WITH APPROVED -- A PROVEN PROGRAM TO DECREASE INJURIES. MULTNOMAH COUNTY HAS A ROLE TO PLAY IN THE JOINT POLICY ADVISORY COMMITTEE TO HELP US DETERMINE HOW THESE FUNDS ARE BEST SPENT AND YOU HAVE THE OPPORTUNITY TO LEAD OREGON AND EVEN THE NATION IN SUPPORTING OUR KIDS AS PART OF OUR TRANSPORTATION SYSTEM. THANK YOU SO MUCH FOR YOUR TIME. I DON'T KNOW IF WE HAVE TIME FOR QUESTIONS SPECIFICALLY. BUT I'M HAPPY TO FOLLOW UP WITH ANYBODY INDIVIDUALLY.

Chair Kafoury: THANK YOU. WE'LL LET KARI, IF YOU'D LIKE TO SPEAK --

Ms. Schlosshauer: IT'S JUST THE COLOR VERSION OF THE HANDOUT I PASSED OUT. SO HI, THANKS FOR HAVING US HERE TODAY TO TALK ABOUT THIS. I AGREE IT'S A VERY IMPORTANT ISSUE. MY NAME IS KARI SCHLOSSHAUER, AND I'M THE PACIFIC NORTHWEST REGIONAL POLICY MANAGER FOR THE SAFE ROUTES TO SCHOOL PARTNERSHIP. A LOT OF THE THINGS I WAS GOING TO TALK ABOUT HAVE BEEN COVERED, SO I'LL TRY TO KEEP IT BRIEF. BUT I DID WANT TO ALSO POINT OUT THAT I'M A BOARD MEMBER OF LOCAL ADVOCACY ORGANIZATION CALLED OREGON WALKS. IT'S A NONPROFIT ORGANIZATION DEDICATED TO PROMOTING WALKING AND MAKING CONDITIONS FOR WALKING SAFE, CONVENIENT, AND ATTRACTIVE FOR EVERYONE. AND WE'VE BEEN A STRONG PARTNER IN THE PUSH FOR VISION ZERO IN PORTLAND. WE FEEL IT'S NOT ACCEPTABLE TO WAIT UNTIL SOMEONE DIES TO HAVE THOSE CONVERSATIONS ABOUT WHERE TO MAKE THE SAFETY CHANGES, AND WE'VE BEEN WORKING WITH BOTH THE COMMUNITY AND THE CITY OF PORTLAND AND WE'RE VERY PLEASED THAT THE CITY IS TAKING THIS ON AND MAKING IT A PRIORITY BECAUSE IT'S SOMETHING THAT'S INCREDIBLY IMPORTANT. THE CONCEPT OF VISION ZERO IS THE PREMISE THAT EVERY TRAFFIC CRASH IS PREVENTABLE. AND THAT

EVERY INJURY AND EVERY LIFE LOST ON THE CITY STREET IS SOMEWHAT OF A CIVIC FAILURE. SO IT LOOKS AT WAYS TO ADDRESS THAT AND THERE'S A WHOLE HOST OF THINGS THAT CAN BE DONE, BUT THE ULTIMATE GOAL SHOULD THAT BE NO ONE IS DYING, AND WORKING TOWARD THAT. SO WE HAVE ACTUALLY OVER LAST WINTER THERE WERE A NUMBER OF PEDESTRIAN DEATHS IN PORTLAND, EAST PORTLAND, AND THAT BROUGHT US TO OREGON HAS A LETTER TO THE CITY ENCOURAGING ADOPTING A POLICY ON THIS, AND WE'RE PLEASED TO SEE THAT HAS STARTED TO MOVE FORWARD. THAT LETTER WAS SIGNED BY 21 ORGANIZATIONS, THREE STATE REPRESENTATIVES AND ONE STATE SENATOR. THERE WAS ALSO A PETITION WITH MORE THAN SOCHI00 SIGNATURES GATHERED WITHIN THE SPACE OF A COUPLE WEEKS. SO THERE'S A LOT OF COMMUNITY SUPPORT FOR THIS AS I'M SURE YOU KNOW. I WANTED TO JUST BRIEFLY TALK ABOUT THE HISTORY OF SAFE ROUTES TO SCHOOL. NATIONALLY. BECAUSE THE REASON THIS INITIATIVE EXISTS IS THAT TODAY ABOUT 12 TO 13% OF ELEMENTARY AND MIDDLE SCHOOL AGED CHILDREN WALK OR BIKE TO AND FROM SCHOOL. THAT'S A DROP FROM ABOUT 50% IN 1969. THERE ARE IMMENSE BENEFITS, IN ADDITION TO INCREASING SAFETY FOR OUR KIDS, WE'RE TALKING ABOUT INCREASING THEIR PHYSICAL ACTIVITY, AND HAS BEEN MENTIONED, MANY KIDS ARE NOT GETTING ANY PHYSICAL ACTIVITY OUTSIDE OF SCHOOL, IN MANY KIDS OREGON KIDS AREN'T GETTING PHYSICAL ACTIVITY IN SCHOOL EITHER. THE ACTIVE WALKING AND BIKING TO AND FROM SCHOOL CAN ACTUALLY ACHIEVE 60% OF THE PHYSICAL ACTIVITY NEEDS OF OUR SKIDS. SO IT'S GOT THIS OPPORTUNITY TO ADDRESS A NUMBER OF ISSUES. WE ALSO SEE MORNING TRAFFIC, UP TO 25% OF MORNING TRAFFIC CAN BE ATTRIBUTED TO PARENT DROP-OFF, OFTEN PARENTS ARE GOING BACK HOME. THEY'RE NOT EVEN CONTINUING ON TO ANOTHER DESTINATION. AND -- BUT WE DO SEE IN A LOT OF PARTS OF THE REGION, KIDS THAT ARE A QUARTER MILE FROM SCHOOL DON'T HAVE SAFE ROUTES AND CAN'T EVEN MAKE THAT 10 TO 15-MINUTE WALK IN THE MORNING BECAUSE IT IS UNSAFE AND THEY'RE NOT ALLOWED TO.

Ms. Schlosshauer: THERE ARE OTHER BENEFITS IN TERMS OF THE COST OF TRANSPORTATION THAT WE OF COURSE HEAR ABOUT ON A REGULAR BASIS. BUT ALSO BENEFITS TO AIR QUALITY AND HEALTH, AND THESE INEQUITIES AS YOU'RE FAMILIAR WITH, ARE EXACERBATED IN OUR LOWER INCOME AREAS, SO WE HAVE TRAFFIC CONCERNS, HEALTH CONCERNS, AIR QUALITY CONCERNS, ALL THESE THINGS ARE MUCH WORSE IN THE PARTS OF OUR REGION THAT ARE LOWER INCOME. THE SAFE ROUTES TO SCHOOL MOVEMENT IN THE UNITED STATES STARTED IN THE LATE '90s, AND WITH A COUPLE OF PILOT PROJECTS, AND REALLY GOT OFF THE GROUND ABOUT THE SAME TIME IT DID HERE IN PORTLAND, WHICH WAS AROUND 2005 WHEN CONGRESS PASSED SOME FEDERAL LEGISLATION ESTABLISHING A NATIONAL PROGRAM AND ALLOCATING SOME FUNDING. BETWEEN 2005 AND 2012, THE TOTAL AMOUNT OF FUNDING THAT FLOWED THROUGH TO OREGON WAS ABOUT \$13 MILLION. AND A LOT OF THAT WAS FOR THE

EDUCATION AND ENCOURAGEMENT PROGRAMS THAT WE HAVE BEEN TALKING ABOUT, AND SOME OF THAT ALSO GOES TOWARD THE NEEDED ENGINEERING CHANGES. UNFORTUNATELY IN 2012 THE TRANSPORTATION BILL THAT IS LOVINGLY KNOWN AS MAP 21 NO LONGER PROVIDED A DEDICATED POT OF FUNDING FOR SAFE ROUTES TO SCHOOL. AND THAT FUNDING WHILE IT'S AVAILABLE NOW COMPETES WITH OTHER PROGRAMS INCLUDING RECREATIONAL TRAILS AND TRANSPORTATION ALTERNATIVES. IN OREGON THE STATE HOUSE CONTINUED THEIR PROGRAM WITH A COMPETITIVE PROCESS OF ABOUT A HALF MILLION DOLLARS EACH YEAR, BUT THAT'S STATEWIDE. IT ONLY GOES FOR EDUCATION AND ENCOURAGEMENT PORTION OF THE PROGRAM. SO ANY OF THOSE ENGINEERING FIXES WE'VE BEEN TALKING ABOUT ARE NOT PART OF THAT PROGRAM. AND AS WE TALKED ABOUT IN THE CITY OF PORTLAND, THERE'S BEEN ENORMOUS SUCCESSES BECAUSE OF THE DEDICATED YEAR ON YEAR FUNDING.

Ms. Schlosshauer: THAT MEANS THE RATES MUCH WALKING AND BIKING IN PORTLAND ARE ABOUT THREE TIMES HIGHER THAN WHAT THEY ARE NATIONALLY. SO WE'RE LOOKING AT CLOSE TO 42, 42%. WHICH IS AMAZING. SO MY POINT OF ALL THAT HISTORY IS TO SAY THAT BECAUSE WE HAVE HAD THIS DEDICATED AMOUNT OF FUNDING AND TIME AND ENERGY PUT INTO THIS, A LOT OF THE PEOPLE AROUND THE NATION AND CERTAINLY HERE IN THIS REGION HAVE SEEN THE POSITIVE RESULTS, AND THEY CONTINUE TO WANT IT, DESPITE THE FACT THE FUNDING IS NOT THERE FOR IT ANYMORE. WHAT WE'RE DOING NOW IN ADDITION TO LOOKING FOR NEW OPPORTUNITIES IS THAT WE'RE STARTING TO SEE THE RESULTS OF A NUMBER OF RESEARCH STUDIES SHOWING THAT THESE AREN'T JUST FEEL-GOOD PROGRAMS, THAT THEY ACTUALLY DO WORK. ONE OF THE MOST RECENT STUDIES WAS JUST PUBLISHED IN THE JOURNAL OF AMERICAN PLANNING AND IT LOOKED AT MORE THAN 800 SCHOOLS IN FOUR STATES, INCLUDING OREGON, IT WAS JUST PUBLISHED IN SEPTEMBER AND IT FOUND THAT AFTER ENGINEERING IMPROVEMENTS AS PART OF OUR SAFE ROUTES TO SCHOOL PROGRAM WERE IMPLEMENTED, SCHOOLS SAW AN 18% INCREASE IN WALKING AND BICYCLING RATES. WE'RE LOOKING AT ABOUT A MILE AROUND THE SCHOOL. AND THEN EACH YEAR OF SAFE ROUTES TO SCHOOL PROGRAMMING RESULTS IN A 5% INCREASE IN WALKING AND BICYCLING RATES AND THAT ADDS UP TO 25%. THOSE RESULTS ARE CUMULATIVE, SO 18 PLUS 25 MAKES 43% INCREASE IN WALKING AND BICYCLING RATES AND THAT'S ABOUT WHAT WE'VE SEEN IN PORTLAND, SO THE YEAR ON COMMITMENT AND LOOKING AT THE COMMUNITY AS A WHOLE. ONE OF THE TAKE-AWAYS FROM THAT IS THAT WE CAN BE MAKING POLICY AND PLANNING TO PRIORITIZE CAPITAL IMPROVEMENTS, AND LOOK AT OUR COMPREHENSIVE PLANS AND REGULATIONS AND SCHOOL SITINGS AND ISSUES ALONG THOSE LINES. BECAUSE IT'S GOOD FOR OUR KIDS AND IT'S GOOD FOR THE SCHOOL AND IT'S GOOD FOR OUR COMMUNITY AT LARGE. WE PARTNER A LOT WITH AARP BECAUSE OF WHAT WE HEARD AT THE

BEGINNING BECAUSE THE ISSUES THAT KIDS HAVE WHERE THEY ARE NOT ABLE TO DRIVE THEMSELVES AND THEY'RE TRANSPORTATION DEPENDENT ARE THE SAME ISSUES OUR OLDER ADULTS IN OUR POPULATION HAVE, AND THE COMMUNITY BENEFIT OF MAKING THESE KIND OF IMPROVEMENTS WITHIN A MILE AROUND SCHOOL EXTENDS BEYOND THE LIVES OF OUR KIDS AND TO EVERYONE WHO IS LIVING IN THAT COMMUNITY.

Ms. Schlosshauer: T I ALSO WANTED TO POINT OUT IN ADDITION TO THE SAFETY AND HEALTH BENEFITS SOMETHING THAT I HEARD SOMEONE SAY EARLIER ABOUT -- I THINK IT WAS GABE AROUND THE CLASSROOM TIME COMPONENT, BECAUSE ONE OF THE THINGS THAT HAS BEEN STUDIED ALSO IS THE EFFECT OF PHYSICAL ACTIVITY OF KIDS IN THE MORNING HELPS THEM TO LEARN BETTER. SO KIDS BEING ACTIVE IN THE MORNING AND GETTING THAT PHYSICAL ACTIVITY MAKES THEM PRIME TO LEARN IN THE CLASSROOM. WHICH ALLOWS THEM TO DO BETTER ON TEST SCORES. AND THERE'S ANOTHER THING THAT'S JUST STARTING TO EMERGE AROUND ABSENTEEISM, WE'VE SEEN AN INCREASE IN STUDENT ATTENDANCE BASED ON THEIR INVOLVEMENT IN SAFE ROUTES TO SCHOOL PROGRAMS, WALKING TO SCHOOL BUSES AND THAT SORT OF ACTIVITY WHERE PARENTS CAN BE GUARANTEED THEIR KIDS ARE GETTING TO SCHOOL AND IT'S ACTUALLY WORKING. SO I JUST WANTED TO TALK A LITTLE BIT ABOUT SOME BEST PRACTICE POLICY EXAMPLES.

Ms. Schlosshauer: I WON'T GO INTO A LOT OF DETAIL OUT, BUT THERE IS A SAFE ROUTES TO SCHOOL POLICY WORKBOOK THAT IS DESIGNATED, DESIGNED TO HELP YOU FIND THE POLICIES THAT WILL WORK FOR YOU WHERE YOU ARE. THERE'S BEGINNER, INTERMEDIATE AND ADVANCED POLICY OPTIONS, AND ONE THAT I WANTED TO BRING UP TO YOUR ATTENTION IS AROUND SCHOOL WELLNESS POLICIES, BECAUSE I THINK IT'S GREAT THAT THE HEALTH AND TRANSPORTATION PORTIONS OF MULTNOMAH COUNTY ARE WORKING TOGETHER ON THIS, AND I'M PLEASED TO SEE JOANNA'S WORK IN EAST COUNTY ON THIS SAFE ROUTES TO SCHOOL PROGRAMMING. BUT I'M EXCITED THAT IT'S A CONCERT AND COMBINED EFFORT, BECAUSE I THINK THAT'S REALLY IMPORTANT. AND SCHOOL WELLNESS POLICIES ARE ONE OF THOSE ONES WHERE SAFE ROUTES TO SCHOOL CAN FIT IN AND SUPPORT SO MANY OF THE OTHER POLICIES THAT ARE ALREADY IN PLACE WITHIN SCHOOLS. AROUND THE REGION, OTHER POLICIES AND PRACTICES IN WASHINGTON COUNTY, THEY HAVE A COUNTYWIDE SAFE ROUTES TO SCHOOL COORDINATOR WHO IS LOOKING AT ORGANIZING SCHOOL ACTIVITIES FOR EDUCATION AND ENCOURAGEMENT ACROSS DISTRICTS. AND ALSO COLLECTING INFORMATION AROUND ENGINEERING NEEDS SO THAT WHEN THERE IS TIME FOR CAPITAL IMPROVEMENT THEY CAN CREATE A BIG PACKAGE OF NEEDS AND WHAT WE'VE BEEN HEARING FROM FUNDING SOURCES IS THAT IF YOU CAN GIVE US ALL OF YOUR SIDEWALK NEEDS, THERE'S A MORE LIKELY CHANCE THERE'S BIGGER IMPACT AND GET FUNDED SMOOT THAT HALF

BLOCK YOU MIGHT NEED THAT'S NEEDED BUT DOESN'T HAVE A GREAT IMPACT. SO THAT'S ENCOURAGING.

Ms. Schlosshauer: IN CLACKAMAS COUNTY THERE'S LANGUAGE FOCUSED ON THEIR COMPREHENSIVE PLAN, TRANSPORTATION SYSTEM PLANS, PEDESTRIAN MASTER PLAN AND TRANSPORTATION SAFETY -- TRAFFIC SAFETY ACTION PLAN. GOALS DEALING WITH EDUCATION FOR SCHOOL-AGE CHILDREN, CREATING NETWORK SYSTEMS OF PEDESTRIAN AND BICYCLE FACILITIES CONNECTING TO SCHOOLS AS DESTINATIONS IN THE SAME WAY WE CONNECT TO TRANSIT STOPS AS DESTINATIONS. AND IN THE PEDESTRIAN PLAN THERE -- THEY DO GIVE HIGHER POINTS TO PROJECTS THAT GIVE ACCESS TO SCHOOL. SO IN MULTNOMAH COUNTY THE CAPITAL IMPROVEMENT PLAN HAS CRITERIA THAT PRIORITIZES BIKE AND PEDESTRIAN CAPITAL PROJECTS NEAR SCHOOLS, AND THAT'S ENCOURAGING TO SEE. I'M ALSO REALLY EXCITED ABOUT THE WORK THAT SUN SCHOOLS IN THE METROPOLITAN FAMILY SERVICES ARE DOING IN EAST MULTNOMAH COUNTY, AND I THINK IT'S A STRONG TIE-IN WITH THE WORK THAT CAN BE DONE AROUND SAFE ROUTES TO SCHOOLS IN THOSE DISTRICTS. AND I WANTED TO JUST BRING UP ALSO THE MULTNOMAH COUNTY YOUTH COMMISSION, WHICH DOES GREAT WORK AND WOULD BE A WONDERFUL ADVOCATE TO BRING INTO THIS FOLD. THERE'S A FEW OPPORTUNITIES THAT THE COUNTY COULD LOOK AT IN TERMS OF THE CAPITAL IMPROVEMENT PROGRAM. I THINK UPDATING SOME OF THE CRITERIA THAT FOCUSES A LITTLE BIT MORE ON THE AREA AROUND SCHOOLS, SO CRITERIA FOR ROAD PROJECTS THAT INCLUDE A PROJECT WITHIN A MILE OF SCHOOL, BUMPING THAT CRITERIA UP SO IT HAS HIGHER WEIGHT IN THAT ASSESSMENT PROCESS IS SOMETHING THAT COULD BE CONSIDERED SIMILARLY RAISING THE WEIGHT OF THE CRITERIA ON MULTIMODAL AND HEALTH IN THOSE ROAD PROJECTS, AND IN THE BIKE AND PEDESTRIAN PROJECTS RAISING THE WEIGHT OF CRITERIA FOR EQUITY AND HEALTH WOULD HELP TOO IMPROVE SOME OF THOSE PROJECTS THAT WOULD BENEFIT PEDESTRIAN SAFETY AND SAFE ROUTES TO SCHOOL AS WELL. AND ONE OTHER THING I THINK MAYBE THIS DOES HAPPEN, BUT IT'S NOT CLEAR FROM THE DOCUMENTATION IS JUST COORDINATING THE BIKE AND PEDESTRIAN PROJECT AND THE ROADWAY PROJECT PROCESSES, SO THEY'RE NOT SEPARATE. WE SHOULD REALLY BE LOOKING AT OUR STREETS AS COMPLETE STREETS. IL.

Chair Kafoury: I THINK WE'RE GETTING CLOSE TO TIME.

Ms. Schlosshauer: YES. IT'S BEEN LONG. I JUST WANTED TO CALL BACK TO SOME OF THE WORK THAT JOANNA MENTION AROUND THE EAST COUNTY RTO GRANT APPLICATION TO IMPLEMENT SAFE ROUTES TO SCHOOL AND ALL NON-PORTLAND SCHOOL DISTRICTS, THE COUNTY CAN DEFINITELY SUPPORT THAT RTO GRANT AND THAT I WOULD SUGGEST TO COMMISSIONER SMITH THAT LOOKING AT WHAT MAY BE SHOVEL-READY

AROUND THOSE SCHOOLS IN THOSE DISTRICTS MIGHT BE SOMETHING THAT WE COULD DO IN ADVANCE OF NOT SORT OF PROGRAM COMING INTO PLACE MID NEXT YEAR TO HELP PREPARE FOR SOME OF THE EDUCATION THAT WOULD BE COMING ONLINE. FINALLY A FEW THINGS RELATED TO VISION ZERO. I THINK DOING SPEED REDUCTION ACROSS BOARD ON COUNTY ROADS, AND AS WE'VE HEARD, LOOKING AT RAPID FLASH BEACONS AND ENSURING SAFE CROSSING, ESPECIALLY IN LANES WHERE THERE'S TWO TRAVEL LANES IN EACH DIRECTION. I'LL STOP THERE AND THANK YOU FOR YOUR TIME. AND WELCOME TO ANSWER ANY QUESTIONS.

Chair Kafoury: DO WE HAVE ANY QUICK QUESTIONS OR COMMENTS FROM THE BOARD?

Commissioner Smith: WE WILL FOLLOW UP AFTERWARDS, WE WON'T TAKE UP ALL THE TIME HERE, BUT I DID SEE A NEWS STORY ON THE TODAY SHOW THIS MORNING ABOUT ACTUALLY EXERCISING 20 MINUTES FOR KIDS THAT THEIR BRAIN POWER IS INCREASED AND THEY HAVE BETTER TEST SCORES IF THEY DO THAT BEFORE THEY GO TO SCHOOL. SO I TOTALLY HEAR YOU LOUD AND CLEAR, AND WE WILL FOLLOW UP IN MY OFFICE WITH YOU.

Ms. Schlosshauer: THANK YOU.

Chair Kafoury: THANK YOU. THANK YOU ALL FOR COMING THIS MORNING. THIS WAS VERY INFORMATIVE, AND I KNOW THAT IN LIEU OF HAVING \$23 MILLION TO SPEND ON MAKING EVERY SCHOOL A SAFE ROUTE TO SCHOOL, THOUGH IT WOULD BE NICE, I THINK -- WITH THE ENGINEERING PIECE AS IT IS, THE EDUCATION OF IT AND HAVING PEOPLE -- KIDS TALK ABOUT IT, THE PEER PRESSURE THAT GOES ON, I KNOW IN OUR SCHOOL MY KIDS ARE -- THEY WOULD NOT MISS RIDING THEIR BIKE -- THEY USUALLY WALK BUT ON RIDE YOUR BIKE TO SCHOOL DAY, THEY WILL RIDE THEIR BIKE TO SCHOOL EVEN IF IT'S POURING RAIN, JUST BECAUSE OF THE PEER PRESSURE AND THEY KNOW HOW FUN IT IS BECAUSE EVERYBODY ELSE IS DOING IT. SO I THINK THAT IS AN ADDED BENEFIT AS WELL. DO WE HAVE PUBLIC COMMENT?

[INAUDIBLE]

Commissioner Smith: YOU HAVE TO COME UP.

Chair Kafoury: AND YOU NEED TO FILL OUT A FORM.

[INAUDIBLE]

Chair Kafoury: SIR, YOU NEED TO SIT DOWN AT ONE OF THESE SEATS. YOU HAVE TO SAY YOUR NAME IN THE IT'S OK. YOU JUST NEED TO SIT DOWN --

[INAUDIBLE]

Chair Kafoury: STATE YOUR NAME FOR THE RECORD.

Mr. Williams: DANIEL WILLIAMS. I'M CREATING A NONPROFIT ORGANIZATION CALLED PATCHWORKS PROMOTION, AND BASICALLY THE MAIN GOAL OF WHAT WE'RE DOING IS I PLAN ON ATTENDING MAJORITY OF THE COMMISSIONER MEETINGS FROM GRESHAM, TO HERE, THE PLANNING COMMISSION, CITY COUNCIL, AND THINGS LIKE THAT ABOUT CERTAIN CONTROVERSIAL TOPICS THAT MOST PEOPLE FEEL SHOULDN'T BE ADDRESSED. BUT THE MAIN THING OF -- IS SOCIAL NEXT, SO I KNOW -- I WANT TO LET YOU KNOW I'M GOING TO BE OBSERVING MOST OF THE MEETINGS YOU ALL HAVE. I'M FROM THE STATE OF MISSISSIPPI, SO I'M NOT FROM HERE, AND I WAS ACTUALLY INVOLVED IN OUR CITY COUNCIL THERE, SO I HAVE GOOD EXPERIENCE WHEN IT COMES TO THESE TYPE OF THINGS AND DEALING WITH THESE TYPE OF ISSUES, ANY ISSUES, BUT MULTNOMAH COUNTY HAPPENS TO BE ONE OF THE TOPICS THAT ARE -- I FEEL [INAUDIBLE] A LOT OF THINGS. SO IT WAS REALLY WONDERFUL HEARING, YOU KNOW, THIS PRESENTATION WITH, YOU KNOW, HOW YOU'RE PRESENTING SIDEWALKS AND PUBLIC ACCOMMODATIONS, AND THINGS LIKE THAT WITH, YOU KNOW, THE ADA ACT AND -- SO I'M JUST SAYING I'M GOING TO BE HERE AND SO I WANT TO BE RECOGNIZE SO I CAN JUST OBSERVE, AND I KNOW BAILEY, I HAVE -- I TALKED TO HIS ASSISTANT ONCE BEFORE, AND IT'S JUST NICE TO MEET EVERYBODY, CITY ATTORNEY, THINGS LIKE THAT.

Chair Kafoury: FOR YOUR FYI, IN THE FUTURE, WHEN YOU WANT TO TALK AND YOU'RE ALWAYS WELCOME TO COME TALK, YOU NEED TO FILL OUT A FORM.

Mr. Williams: I WILL FILL OUT A FORM.

Chair Kafoury: THANK YOU.

WHERE I'M FROM WE DON'T DO THAT --

Chair Kafoury: I KNOW, EVERYBODY HAS A DIFFERENT RULE.

SO JUST LOOK FORWARD, I'LL JUST BE OBSERVING. I KNOW THIS IS THE FIRST TUESDAY OF THE MONTH SO I'M PRETTY SURE IT'S THE -- I THINK GRESHAM DOES THEIRS -- I'M GOING TO MAKE SURE AT LEAST --

Chair Kafoury: THANK YOU.

Chair Kafoury: THANK YOU SO MUCH. SEEING NO FURTHER BUSINESS WE'RE ADJOURNED.

The meeting was adjourned at 11:38 a.m.

This transcript was prepared by LNS Captioning and edited by the Board Clerk's office. For access to the video and/or board packet materials, please view at:
http://multnomah.granicus.com/ViewPublisher.php?view_id=3

Submitted by:
Lynda J. Grow, Board Clerk and
Marina Baker, Assistant Board Clerk
Board of County Commissioners
Multnomah County