

**7:35 AM Hot Topics, Points of Interest, Successes Pia Welch/All**

- Minutes Approved
- E-Commerce: Sorin Garber provided an update on the E-Commerce Study, Freight Master Plan update. An existing conditions analysis is helping to understand the trends in e-commerce, but we are seeking to hear from 10 – 12 companies on how they are being impacted.
- Columbia Lombard Mobility Plan: Bob Hillier & Corky Collier discussed recruitment for Columbia Lombard Mobility Plan Stakeholder Committee. Applications are needed immediately. It will be an 18-month process with meetings every quarter. Putting together group of around 20 of folks that are familiar with the Columbia Corridor area. Committee will identify key issues and existing conditions. Recommendations will be recommended street cross sections and capital improvements for future funding. Project scope also includes the evaluation and cost of rail grade-separations within study area. Freight mobility will be a critical issue. The committee will inform Freight Master Plan and look at broader regional issues, i.e. Marine Drive and designated truck routes.
- Regional Flexible Funds: Bob Hillier presented to freight project proposals for 2021 Regional Flexible Funds; Metro funds that get distributed throughout the region. Applications are due in late May/early June. PFC will vote at the March 2019 meeting. Bob will send out info packets for review, but open to other project suggestions.
  - Two projects recommended to advance: Columbia/Cully/Alderwood intersection improvements (Phase 2), Airport Way – traffic operations and signalization to improve efficiency of system.
  - Tom Bouillion: Cully would have a lot of benefit and synergy; ROW acquisition on the south side of Columbia. Ideally this stretch of Columbia would get addressed. Was there a proposal for Columbia Blvd. ITS project?
  - Bob: The Columbia ITS project is currently funded and will be folded into the Columbia-Lombard project analysis.
  - Corky Collier: Quick suggestions could improve this project, i.e. ROW acquisition on north side? Minor changes could make a much better project.
  - Tom Bouillion: Regarding comments on the status of the Rivergate Overcrossing Project; cost estimates spiked in part because of geotechnical work. The PFC requested to have Dan Laden provide a project update.
- Gideon Overcrossing: Pia Welch opened public discussion on the Gideon Overcrossing Project. Ben Dominguez (K&F Coffee Roasters) and Mike Koerner (Koerner Camera) addressed the committee with their concerns about this project. The project would construct a pedestrian bridge with elevator in front of Mr. Koerner's business on SE 14<sup>th</sup> Ave, blocking his parking lot. There are concerns for access and safe access for trucks and people walking and biking. Some feel that Vision Zero has not been considered. Project has been funded with leftover money from the Orange Line. The project team was invited to provide an update at the February PFC meeting but was informed they would not be ready. They will be asked to present to the PFC in April with updated design.
  - Public comment:  
Ben Dominguez raised two main concerns: 1) limit access of trucks ability to back into loading dock; drivers will have to unload in the street. Was told by PBOT and TriMet

that drivers can pull onto the curb and sidewalk to then back up into dock. 2) Safety of people biking and walking. Other locations should be considered where it may be safer.

Mike Koerner: Been in nearby building for 2 years. The changes are going to make businesses move as industrial area is compromised. Trucks are often at his loading dock for the majority of the day. Suggestions by the City and TriMet would require him to sacrifice parking/access to parking lot. Alternate designs were not adequately presented from TriMet and PBOT; Frustration is felt from lack of communication. Traffic counts were done during the slowest time of the year and are not adequate.

Commissioner Eudaly's Chief of Staff, Marshall Runkel said the project team is putting in efforts in trying to figure out a solution.

**8:00 AM Identity Clark County Ron Arp**

- Informal conversations are happening about beginning work on the CRC again and there is consensus around fixing the I-5 bridge. Packages for funding are being discussed by different leaders. Washington Governor has proposed funding a dedicated office.
- ICC has been supporting legislators in learning from the past, unraveling partisan lines, and championing efforts across state lines. ICC aims to build support and encourage cooperation across diverse industries. A multitude of organizations have signed onto Transportation Alliance Policy Statement.
- Freight & Commerce interests are bipartisan. Mobilizing private sector voices, ~120 voices represented on SWF&C Task Force. The federal funding landscape is very different than it was last time. Fix I-5Now is energetically telling real life stories – story telling platform mobilizing grassroots.
  - Jana Jarvis – Objection came from WA over light rail transit (LRT). Is this still the case? Ron Arp (RA) – Washington wants to study the options and is open to reevaluation of the transit component. This must be done at the legislative level. There are many questions: Downtown Vancouver? Bridgehead? Hayden Island? TOD to Ridgefield? Tolling for projects is more supported than general tolling. I-205 is not LRT ready. Bus rapid transit (BRT) east-west has been successful in Vancouver. LRT may not be the regional solution. Opponents want analysis and have expressed being willing to set aside their own beliefs.
  - Tom Bouillion – Several projects on the WA side have been implemented. How many? RA – Mill Plain and 501 projects. Full cooperation is needed on the full mile of bridge. A bridge authority collaborative may be needed to make it into smaller and more manageable phases and chunks.
  - Corky Collier – Vancouver Mayor seems to be an ally. BRT has been successful in Vancouver and Portland is working to use more. Where do LRT and BRT systems interface? What progress have you seen since December meeting between legislatures? RA – Safe dialogue has been opened up between leaders. There is a desire to continue conversations. Formalized participation in discussion would be good. Repayment of \$150 million back to feds after September 30, 2019. We must demonstrate that we are moving forward on the project.
  - Sorin Garber – Is there more talk about the bridge replacement in Salem?

RA – Oregon has a better read on this. Per the December meeting, legislators said they were all willing to have conversations. Plans for transportation conference on the current state of things in summer.

**8:30 AM      122nd Avenue Plan      April Bertelsen (PBOT)**

- Multimodal investment plan in partnership with TriMet. Multiple funding sources are being utilized, but additional funding is needed. PBOT is currently developing potential cross-sections and modeling analysis. Planning team is seeking feedback on range of alternatives and cross-sections; will return in spring with results of analysis.
- Potential improvements include: street lighting, additional enhanced crossings, signals improvements, transit priority treatments, protected or enhanced bicycle lanes, access management, location of utility poles bus stop improvements, speed management and red light running, reduction of speed limit. Feedback has emphasized lighting, crossings, reduced speed of vehicles.
- Alternatives are conceptual and being evaluated based on criteria. Cross-sections can vary based on context of sections. Lane width and presence of turn lanes vary. ADA standards will be accommodated. There are three families of alternative cross-sections:
  - (Mostly) leaving curb in place, reallocating roadway
  - Maintain 5 lanes, remove on-street parking, widen roadway (move curb)
  - Underpasses: lane reduction on one side of roadway under I-84 for mixed-use path.
- Feedback & Questions
  - Tom Bouillion – Trees in median can be dangerous. Pedestrian safety when pedestrians use this as refuge where there is not a crossing.
  - Janna Jarvis – Does PBOT have guidelines for traffic volumes and lanes needed?  
April Bertelsen (AB) – Yes, these are not hard and fast rules. 122<sup>nd</sup> spans from lower volumes near Foster to higher volumes in the middle. Evaluation would follow recommended guidelines.
  - Steve Kountz – How is equity being considered? Working class folks in East Portland area often have hour-long commutes and the areas is vulnerable to gentrification. How do you look at those things?  
AB – These are important considerations. This is also about making it safe for the people living there. Safety impacts as they relate to displacement analysis has not been conducted. Could increase congestion or travel times. Community members are saying they would like to take transit or bike, but they do not feel safe. Making alternatives to driving better
  - Marshall Runkel - Feedback loops are being improved via the Bloomberg Foundation grant and technical assistance to build these feedback loops to measure progress toward modal splits and climate goals.
  - Pia Welch – Are you evaluating bicycle lane project success?  
AB – These are movements within PBOT that are gaining momentum.
  - Sorin Garber - 122<sup>nd</sup> is a long corridor. Are you going to do a blanket treatment?  
AB – Segments differ, and the pressure is in the middle. The recommendation is to have first phase project to improve the middle segment to have the most safety benefits.
  - Bob Hiller – Are we going to be looking at treatments for the Airport Way intersection and north up to Marine Drive, which is more industrial?

AB – We have taken a general look at this point and paying attention to safety in the middle. Those areas should be looked at more closely later in the process. The East Portland Arterial Street Strategy is getting underway. It will be comprehensively looking east of 82<sup>nd</sup>.

- Janna Jarvis – Traffic could move off of freeways onto arterials. Is there an option to add a lane to roadways as volumes increase? Will electric vehicles change things?

AB – It is rare that lanes are added, so we are looking at how to better use what we have and make the ROW safer for all modes. Making transit work better is part of freeing up roadway capacity as it moves more people.

- Feedback and comments are welcome. Email April or go through Bob. Email updates are sent out via the distribution list.

**9:30 AM      Adjourn**

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