

Columbia/Lombard Stakeholder Advisory Committee Kickoff: Meeting Notes

NAYA, Annex Room

03/05/2019

- **Members of the Stakeholder Advisory Committee were asked to introduce themselves and share why they were interested in participating:**
 - **Corky Collier** is Executive Director of the Columbia Corridor Association and is also a frequent bicycle commuter in the area.
 - **Emerald Bogue** works for the Port of Portland, where she is director of government affairs at the Port of Portland.
 - **Colin Rowan** is the Levee Ready Columbia Program Director and is a frequent bicycle commuter in the corridor.
 - **Peg Butler** is a resident in the corridor and is passionate about climate action activism.
 - **Jason Murray** works at Green Zebra along the west end of the corridor and is aware of how people must use the corridor to get to his store.
 - **Ashley Evans** works at the Oregon Humane Society that has many volunteers, employees, and visitors coming to their office.
 - **Eron Riddle** is a representative of Native American Youth and Family Center (NAYA), a community center on the corridor.
 - **Ryan Wist** works for the Oregon Food Bank, where he helps coordinate food truck deliveries.
 - **Dwayne Lewis** is the Manager of Transportation Safety at USPS for the Portland and SW Washington region, coordinating mail delivery out of their new facility near the corridor.
 - **Phillip Hanshew** is an appraiser who frequently appraises properties on the corridor and is associated with the Columbia Corridor
 - **John Castle** is a resident in the western end of the corridor who also works with freight and industrial users in his day job
 - **Erik Molander** is part of the Bridgeton Neighborhood Association
- Others in attendance included Hector Rodriguez-Ruiz (ODOT), Mauricio Leclerc (PBOT), Bryan Poole (PBOT), Zef Wagner (PBOT), Francesca Patricolo (PBOT), Shane Valle (PBOT), Taylor Campi (PBOT)

[Other members of the SAC who could not attend include Anna Gordon, Steve Sieber, and Maryhelen Kincaid.]

- **Introduction:** The project area was described, noting an additional piece of the project scope on Lombard from Interstate to Greeley will have a more limited focus on active transportation (see map). The rest of the corridor will look more broadly at mobility, safety, and access for all transportation modes.
- **Project goals:** Goals for the project discussed, which include:

- Multimodal access: Will be looking at access for all modes. How do people get to their jobs? Can transit help alleviate congestion for freight? Improve job opportunities for people nearby.
- Safety concerns:
 - This area has high rate of injuries and fatalities. Sometimes it feels like a freeway for drivers but without the same protections
 - Vision Zero website shown
 - Existing conditions analysis will include a deeper/more thorough look at these issues
- Freight reliability problems: Travel times are increasing, with trucks traveling more often during off-peak hours. Freight reliability issues are a big concern for the economy.
 - Industrial land access is another related issue: poor quality/unimproved streets, gravel, potholes, puddles, etc. These create barriers to site access.
- Access to transit: Trimet plans to add another bus route (line 11). How can we support that future bus line while also making current bus stops easier to access?

Related/concurrent project: Discussion of the recently funded job connector shuttle. Appreciation given to Corky Collier and the Columbia Corridor Association for their support. Funding is from the Statewide Transit Improvement Fund (STIF) new employee payroll tax. The unique needs of this area mean it wouldn't be well-served by a fixed transit line, but people need to be connected to jobs during certain times of the way. This project is now fully funded which includes 2 shuttle buses. Planning is underway to determine the exact routes.

- Bike connectivity: It was noted that adding comfortable bicycle facilities is challenging in this environment, but the study will look holistically at what makes the most sense. A separation of modes is important.
- Railroad Crossings: The study will look at how to make existing crossings safer and the trade-offs of closing or grade-separating others.
 - Noted that the crossing just south of Columbia on Cully has been a problem/conversation for a long time. With this and others the goal is to use data to better inform decisions and analyze the cost/benefits.
- Bridges: It was noted there is a lot of aging infrastructure - bridges built 50 and 100 years ago. They don't meet seismic standards, they don't have adequate sidewalks/bike lanes, and some places are weight restricted. For example, the 42nd Ave bridge is too low for over dimensional loads and the interchange at 33rd Ave is very confusing for people.

- Roads and signals:
 - Discussion of some funded/planned signals, and the long-planned widening of Columbia Blvd. The plan will look at the impacts, cost, and trade-offs of this and other items from previous plans. Goal is to ground truth the items from these plans and develop “shovel-ready” projects.
- Funded projects: Discussion of funded projects, largely to the western end of the corridor (I-5 to Woolsey) For example a new signal crossing at Fenwick Concord, an ODOT road diet from Woolsey to Greeley, and more (see map).
- **Scope of work**: The Stakeholder Advisory Committee role is to help review and comment on the following:
 - Existing conditions: The focus of the first official meeting we’ll look at existing conditions in the project area.
 - Safety and mobility/access needs inventory: HDR (consultant) is doing a lot of this work for us and will be present at future meetings.
 - Railroad crossing studies: separate memo and reports dedicated to these.
 - Evaluate different projects, refine project list, and agree on what opportunities to pursue.
 - Investment strategy: prioritize based on most critical needs and funding constraints.
 - Final result = a plan that goes to City Council.

PBOT staff asks if there are any questions:

- **Q**: “Freight” isn’t called out specifically in the scope even though it’s a central focus here, is there a reason for that?
 - Zef W (PBOT)– it’s folded into the “mobility” part of the scope, but we could have framed that better. The railroad crossing part is separate because it’s such a technical and different type of work and requires on-site special diagnostic meetings, and because it has a different funding source from ODOT rail.
- **Q**: USPS – Have there been discussions with Union Pacific?
 - Zef – we have been told Union Pacific will get more involved as we develop this further and have specific plans or recommendations.
- **Q**: Can you explain what funding we currently have and what we’re still trying to get?
 - The plan is funded through a GM (Transportation Growth Management) grant from ODOT, which required a local match. There are a number of future funding sources including federal funding or possibly local initiatives, like local bonds or Fixing Our Streets funds. the investment piece near the end of this planning process will look at this.

[Break]

- **Public Involvement plan**
 - Spring 2019:
 - We will be asking for feedback on existing conditions and needs. “Here’s what we know of, here’s what the data shows, and what else? What do you see as a need?” There will be online engagement and mapping of problems/issues.
 - We’re still working on demographic info for the area but we definitely know that Spanish will be a language we’ll be engaging here. Spanish online engagement, focus group work, and a project video to expand community understanding.
 - Fall 2019:
 - We will work together to develop different design alternatives, recommended project concepts, and bring that out to the public. “Here’s what we heard you say, and here’s how we’ve applied that.”
 - Try to better understand the pros and cons of different projects and hopefully come out with the locally preferred alternatives.
 - Today:
 - Stakeholder mapping – We want to learn what the group knows about different organizations and individuals related to the corridor. Also, who’s missing? We can have a few more additions to the SAC if it would mean rounding out a fuller picture of who makes up this corridor and who has an interest in making this better.
 - A reminder that we also have a technical advisory committee representing agencies such as the Port of Portland, ODOT, TriMet and others.

- **Stakeholder mapping activity:**
 - Each SAC member present brainstormed what groups, individuals, businesses, neighborhood associations, or whoever else might be interested in this planning process. Sticky notes were placed on the board vaguely by theme or type of stakeholder.
 - Themes that emerged about key stakeholder groups from notes and discussion:
 - Freight and residents
 - Large businesses on the corridor who would be subject matter experts
 - Diverse neighborhoods: African American and Latino; cultural organizations
 - Should learn about current issues and future plans from bigger distributors (e.g. Amazon, Port of Portland) and bring them in for the forethought so we can capture that.
 - 5-year update on Terminal 6
 - We need a lot more knowledge about freight movement because most data on transportation movement is about general/overall traffic

- Learn about Less than Truck Load (LTL) companies (Old Dominion; ReadyWay, etc) - are they planning on expanding operations and turning Portland more into a hub? How will their plans affect traffic?
 - Look at mobility for pedestrians, we often think about bikes and people walking but consider disabilities and elderly people. Lots of volunteers and people we serve (at Oregon Humane Society) are elderly.
 - Neighborhoods: Lower income neighborhoods have a lot of frustration crossing the railroad to access jobs. Look at some side/neighborhood streets to help ease congestion.
 - Isolated communities up in the industrial area: Right 2 Dream Too, large houseless community.
 - Climate Action Plan
 - Members asked to think more about who's missing on both the committee and stakeholders to engage during the planning process. Will be discussed at next meeting. In the meantime if you have ideas please email our planning team: columbialombard@portlandoregon.gov
- **What to expect:** Existing conditions report will be out before next meeting to give you time to digest the information, come with questions, ready to share thoughts.
 - We have a project website and an email list that we'll send updates and events to, so if you know people who are/would be interested in the plan, sign them up.
 - The first official committee meeting will happen in late April or early May
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Stakeholders identified during the Stakeholder Mapping activity:

- De La Salle High School (2)
- Hacienda CDC (Landlord & Cully based service provider)
- Our 42nd NPI
- New Columbia NA, residents
- Marina Residents (house boats)
- Sumner Neighborhood
- P.C.C. (42nd Ave location, full rebuild coming in 2020)
- Youth - schools
- Woodlawn elementary School (2)
- Historically underrepresented communities members (ESL, Refugees, etc)
- Cully Association of Neighbors
- NE Coalition of Neighborhoods
- Woodlawn Neighborhood Association
- R2D2 (Right to Dream too)

- Houseless community
- Vietnamese and Slavic community reps - possibly through CELs
- OPAL (environmental justice group)
- Columbia Slough Watershed Council (2)
 - Ask Columbia Slough Watershed Council for advice on multi-language outreach
- Truck Drivers
- People who drive the two streets on a daily basis - truck drivers
- PDX Employees (10,000 of them!)
- Bicycle Groups (public or private)
- SME - Subject Matter Expert - Cyclist Advisor
- Freight Advisory Committee
- Portland Freight Committee
- Pedestrian Advisory Committee
- Bike Portland
- Modal Advocacy Group
- Portland Parks and Rec (2)
- Urban Forestry
- Bureau of Environmental Services
- Friends of Trees
- SME - State and Highway Patrol
- Public Safety Departments (police/fire/etc)
- Disability Advocates
- Long-time resident
- Transit for the elderly
- C-Tran
- Vancouver/Clark County Rep
- Do we not have a single freight business owner on the committee?
- Rivergate Industrial Business
- Big Distributers
 - Columbia Sportswear
 - Amazon (3)
- Equipment/truck dealership owners/managers
- Transport/freight/logistics company owners/managers
- UP/BNSF intermodal operations
- Major Package/LTL Carriers on their future plans
 - FedEx (2)
 - Amazon (3)
 - USPS
- Port of Portland
 - Future plans for development of port
- Return of auto imports?
- Types of commodities
- Bicycle Advisory Committee
- 40-mile loop - bicycle
- Metro trails - bicycle
- Metro/40-mile loop/Jim Sjulín

- DHL
- Cathay Express
- Matheson Flight Extenders
- Climate Action Plan
- Big Distributers + LPL