

**MEETING TITLE:** Pedestrian and Bicycle Advisory Committee  
**DATE:** February 24, 2010, 9:00 AM to 12:00 PM  
**INVITEES:** Pedestrian and Bicycle Advisory Committee Members  
**LOCATION:** Columbia River Crossing Project Office, 3rd Floor

TIME	AGENDA ITEM
9:00	Introductions
9:05	Review of December 9, 2009 meeting summary
9:10	Project update
9:25	Input to Portland Working Group on pedestrian and bicycle planning for Hayden Island
10:20	Vancouver pathway connection
10:30	McLoughlin Blvd. and 17 <sup>th</sup> Street LRT alignment/pedestrian and bicycle considerations
10:50	Transportation Demand Management update
11:10	Other topics
11:20	Input from the public
11:30	Adjourn

# Columbia River **Draft Meeting Summary**

**MEETING:** Pedestrian and Bicycle Advisory Committee (PBAC)  
**DATE:** December 9, 2009, 9:00 am – 11:45 am  
**LOCATION:** Columbia River Crossing (CRC), 700 Washington St., Suite 300, Vancouver WA  
**FROM:** David Parisi

**PBAC ATTENDEES:**

Bertelsen, April	Portland Bureau of Transportation
Campos, Jennifer	City of Vancouver Transportation Services
Corkill, Seanette	Arnada Neighborhood Assn.
Elven-Snyder, Debbie	C-TRAN
Goorjian, Lisa	Vancouver-Clark Parks and Recreation
Greulich, Joe	Clark County Bicycle Advisory Committee
Merrick, Rod	Portland Pedestrian Advisory Committee
Rehberg, Shayna	Portland Bicycle Advisory Committee
Wuest, Phil	City of Vancouver Transportation Services

**CRC STAFF ATTENDEES:**

Freeman, Natalie	Design engineering
Horowitz, Zachary	Traffic engineering
Liles, Casey	Design engineering
Oldfield, Meghan	Transit engineering
Ovington, Peter	Communications
Parisi, David	PBAC facilitator

**GUESTS:**

Boulanger, Todd	BikeStation-Mobis; BikeMe!
Howton, Brad	Hayden Island Neighborhood Network

## Review of previous meeting summary

The previous meeting summary was approved with no changes.

## Update of December 4 Project Sponsors Council meeting

Peter Ovington provided a recap of the CRC Project Sponsors Council (PSC) meeting. The PSC heard an hour of testimony from 43 public commenters, followed by a staff presentation on the draft design refinements, and PSC discussion of the proposal. The panel did not take action on the refinements and will begin meeting more frequently in 2010.

The group briefly discussed outgoing Mayor Royce Pollard’s seat on the PSC as well as incoming Mayor Tim Leavitt’s seat. Debbie Elven-Snyder said decisions about the PSC seat held by Councilmember Leavitt, as a C-TRAN board member, will be made by Governor Gregoire. The replacement would have to be a C-TRAN board member. Discussions have begun on this subject but there is no announcement yet.

## Update on overall design refinements

Casey Liles, CRC design engineer, reviewed the details of the draft staff proposal for design refinements, which aims to reduce project costs while still providing the benefits needed in the region.

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CRC is responding to community concerns about the project's cost and size. It is common for large projects to conduct value engineering analysis and look at ways to reduce costs while still meeting the project's purpose and need. The draft staff recommendation for refinements includes a net savings of up to \$650 million. All current refinements are focused primarily on the highway elements, not on transit or directly on the pedestrian and bicycle improvements. Possible transit savings are being evaluated separately.

Casey discussed the refinements using an aerial map, focusing on the following key features:

**Marine Drive:** This interchange design has been updated based on the Marine Drive Stakeholders Group recommendation. The proposed flyover ramp from eastbound Marine Drive to northbound I-5 is not warranted for the current projected year of opening (2018) and could be phased in between 2018 and the project design year of 2030. The braided ramps between the southbound Marine Drive on-ramp and the Victory Blvd. off-ramp could also be constructed at a later date.

**Hayden Island:** The North Portland Harbor Bridge can be retained and reused, with some modifications. On Hayden Island, the original design concept had most of the I-5 mainline and ramps crossing the island on structures. The revised concept relies on a lower highway profile – about eight feet lower – and uses earthen fill instead of structures to carry the highway for much of the distance across the island.

**River crossing:** The revised concept would have 10 lanes instead of 12 lanes. The width of each bridge over the Columbia River would be reduced by eight feet. At some time in the future the roadway could potentially be restriped to 12 lanes, though this would entail having sub-standard width shoulders.

**Northbound lane:** A northbound lane from SR 14 to SR 500 has been eliminated.

**SR 500:** Phasing is proposed for the interchange improvements. The ramp connections for westbound SR 500 traffic to northbound I-5, as well as southbound I-5 traffic to eastbound SR 500, would be built as a separate project, and in phases.

## Discussion

**Perimeter road on Hayden Island:** Casey said that for the Hayden Island refinements, there will be significant effort working on the road network for all modes with an eye toward usability and livability. The CRC Portland Working Group is meeting today to delve into details on the horseshoe-shaped perimeter road and Tomahawk Island Drive.

Brad Howton said the PSC has recognized the Portland Working Group as the citizen advisory group for the perimeter road and other elements. Walter Valenta said the car portion of the perimeter road could be narrowed to provide more room for a path. He added that the PSC recognized the need for more work on Hayden Island.

**"Mega-path" on Hayden Island:** David Parisi said the City of Portland's Hayden Island Concept Plan included a multiuse path and other features that will now be revisited. Brad Howton clarified that a "mega-path" – a large multiuse path – was not included in the Hayden Island Plan. Natalie said cross sections were included in an earlier draft of the Plan but were later removed. Rod Merrick proposed calling it the "bicycle and pedestrian shorefront pathway" instead of the "mega-path."

**Other implications for Hayden Island:** Joe Greulich said given how the PBAC had initial concerns about a covered path on the bridge, there remains concerns about the proposed underpass for N. Tomahawk Island Drive below the freeway to be very deep, dark, and long. In Joe's opinion, half of the problem with the proposed refinements is the loss of the Safeway grocery store. Brad said the refinements have generated a lot of very complex issues on the island that need to be resolved, and the Portland Working Group will help with that. David said PBAC will coordinate with them and create a feedback loop.

**Model of Hayden Island design:** Casey Liles showed a draft three-dimensional model of the proposed design on Hayden Island, highlighting N. Tomahawk Island Drive under the highway. The model showed that the pedestrian/bike path could be less depressed, i.e., higher, than the roadway since it requires less

vertical clearance. Casey said staff is looking at the alignment of all the ramps, the height of N. Tomahawk Island Drive, landscaping, and a myriad other design details.

Walter asked how much more depressed N. Jantzen Road would have to be at the south end of the island. Casey answered about six feet.

**McLoughlin Blvd. overpass:** Joe said that at one time it was unclear whether the I-5 overpass at McLoughlin Blvd. in Vancouver would be rebuilt. Do the refinements now mean that it won't be? If so, that would create a problem with the street, two light rail tracks, and less room for the bike lane. Casey said that this area wouldn't be affected and that McLoughlin would still be widened below the overpass. Natalie Freeman added that transit clearance relies on this happening.

**Number of lanes and path width:** Phil Wuest asked if the path on the main river crossing is going to be narrowed due to the proposed reduction from 12 to 10 highway lanes. Casey said it wouldn't vary by more than a foot or two at most and that the bridge could be converted in the future from 10 to 12 lanes with substandard shoulders.

**North Portland Harbor bridge:** Rod asked if reuse of this existing bridge is a final decision. Casey said the PSC hasn't taken formal action yet, but the draft revised proposal is to reuse it. Reusing that bridge and lowering the highway profile on Hayden Island are fixed refinements, whereas other proposed refinements could be phased.

**Flooding:** Walter asked if the project plans to build a retaining wall on the part of Hayden Island that floods during high water (under the highway at the south end, under the North Portland Harbor bridge). Casey said anything below the 100-year flood stage will have to be addressed with a sealed roadway, seawall, or other measures.

**Stormwater mitigation:** Lisa asked if the project is looking at off-site areas where stormwater can be mitigated or looking at existing infrastructure for mitigation, such as at Delta Park on the west side. The project is looking to manage all stormwater on site.

## **Update on Vancouver Community Connector proposal**

Phil Wuest, City of Vancouver Transportation Services, gave a presentation on the proposed Community Connector over I-5 at Evergreen Boulevard. He showed a "fly through" visualization of the design.

The concept for growth in downtown Vancouver is to tie together the Historic Reserve with downtown and the waterfront. It also includes a separate 7<sup>th</sup> Street overcrossing of I-5. The City held a design competition with four firms proposing concepts. The design competition only allowed enough time to come up with concepts. Design refinements are being made and cost estimates are being developed.

Joe asked Phil to make sure that the sidewalk and bikeway are separate. Phil said it will be.

Todd wondered if there is any chance of creating a north/south connector from the 7<sup>th</sup> Street crossing to the main Community Connector.

## **Update on pedestrian and bicycle facilities at and near 39<sup>th</sup> St. interchange**

CRC staff explained that plans for this interchange are being removed from the CRC project. Casey Liles discussed the federal TIGER grant the project applied for through the American Recovery and Reinvestment Act. The project is proceeding with some work in the event that it wins the grant. Priority is being given to multimodal projects.

David Parisi recapped how PBAC has provided input in the past on bike lanes, sidewalks, and crossings near 39<sup>th</sup> Street. A sub-team of staff is taking this information forward for the grant applications.

Cara Belcher, CRC design engineering, showed a map of the proposed design at 39<sup>th</sup> Street and discussed key features. Work is focused on mainline I-5 and the directional ramps. She showed the current routing for highway traffic to connect between SR 500 and I-5. CRC is looking at 39<sup>th</sup> St. as an

important bike and pedestrian route. We've refined the ramp terminal intersections to narrow them to improve sightlines for pedestrians and to reduce the crossing distance, she said. Proposed bike lanes on 39<sup>th</sup> Street would be six feet wide.

## Discussion

Seanette Corkill pointed out an informal path currently being used by middle school students from the Rose Village neighborhood to Discovery Middle School via N St. and O St. to the north. CRC is aware of the current project on 39<sup>th</sup> St. with in-ground beacons.

Phil asked if all the lanes at 39<sup>th</sup> and P St. are really needed. David said that with the proposed highway connection improvements, some traffic will be coming off 39<sup>th</sup> St. David will take a look at this and talk with other traffic staff.

Cara asked the group what would be the best way to treat cyclists traveling eastbound on 39<sup>th</sup> St. David suggested it could be with a left-turn pocket bike lane.

Staff will take a closer look at details of 15 St. and P Street.

David summarized the group's wishes for the design in this area: tighter intersections, better connectivity to the middle school for children walking, and connections to existing paths in the neighborhood.

Todd said there's a pathway that leads to the Burnt Bridge Creek Trail.

Phil pointed to 39<sup>th</sup> St. eastbound onto the highway onramp west of I-5. He said the radius at the southbound onramp shouldn't be made a high speed right turn. It should be a sharp turn to slow down traffic for children's safety.

Jennifer wondered whether CRC is going to use the existing signal pole at 39<sup>th</sup> St. and H St.

## Presentation on bike parking opportunities

Todd Boulanger gave a slide presentation – in his role as a board member of BikeStation – titled “First (and last) bike mile to MAX.” A lot of transit agencies are interested in bike parking and how to provide access to transit stations for those not driving.

He discussed the code-required number of bike parking spaces per car parking stall. To meet the minimum local code in Vancouver of five percent, you would need 88 bike spaces at the CRC-proposed park and ride lot near Clark College, 28 at the Mill Plain park and ride, and 30 at the waterfront SR 14 park and ride. It wouldn't need to be five percent at every site but could be mixed and matched to accommodate higher demand areas.

Todd discussed existing conditions and the number of bike lockers found today on the TriMet system. TriMet's bike data looked at how far people are willing to cycle to transit stops (mostly within a three mile radius). There are many TriMet MAX stations with waiting lists for bike parking.

The bikesheds for the Vancouver MAX are about a three miles radius from the three stations, which would cover a large area of west Vancouver. The bikeshed on Hayden Island encompasses the entire island and has the possibility of capturing a large number of users. At park and rides, car parking is much more expensive to build and takes up a lot more room than bike parking. Shared-use bike parking offers an opportunity to better utilize available space and can spread cost over more users.

Todd discussed examples of bike parking infrastructure that could be used at specific points along the proposed Vancouver MAX line. These included examples from Europe such as the Biceberg in Spain and a storefront BikeStation.

## Discussion

Meghan Oldfield, CRC transit planning, said she worked on the I-205 MAX Green Line, a 6.5-mile line with eight stations, five of which have park and ride lots. TriMet worked with two jurisdictions and two sets of parking codes. In Clackamas County, they adhered to the county's requirements. In the City of Portland, they worked with the City to distribute the number of bike parking spots effectively. There was

about four percent bike locker parking total for the Green Line. They also included space for an expansion of bike locker parking in the future, with capacity to double it. TriMet would monitor the usage to determine future need.

Joe said PBAC has discussed the SE Foster Road station along the MAX Green Line and the pedestrian-bicyclist conflicts created by the station's design. Megan said they were aware of this during design and spent time with advisory committees trying to minimize it, but couldn't eliminate it.

Lisa asked if they did any modeling about where cyclists were coming from to get to the new park and rides. Meghan said they worked with Metro on modeling and did some assessments of mode splits and where users come from. Lisa said she would be curious to see how the information influenced the choice of facilities they provided. Did Metro tell jurisdictions that if they make improvements to on-street facilities that would get more cars off the street? Joe said on SE Holgate they did a road diet with bikeways leading to stations.

Todd asked, with TriMet having gone through the Green Line process, if there are suggestions about pitfalls to avoid working with other jurisdictions. Megan said they had good relationships with their partners. They did have conversations about the correct locations for bike lockers in relation to safety/security. Todd asked if there is a blast radius they have to consider. Meghan said not at this time. Todd said TriMet pulled bike lockers out of the Rose Quarter due to concern about explosives.

Meghan said that TriMet policy is not to have bike lockers, or other items such as trash cans and ticket vending machines, directly on the station platforms. The proposed Bybee station on the Portland-Milwaukie line may have bike lockers located directly adjacent to the station platform, but that this configuration would be an exception to TriMet policy.

## **Update on pedestrian/bicycle connections and map of existing and planned facilities**

Zach Horowitz, CRC traffic engineering, took PBAC members' suggestions and incorporated them into a revised map. Regarding the gray area pedestrian districts, he estimated the boundaries.

Phil said there are specific boundaries in the Vancouver City Center Vision plan designated as pedestrian and bicycle zones; he will send it to Zach. April will give Zach a map from the City of Portland's Hayden Island Plan with correct boundaries. Zach will update the map.

Zach said he will consider turning the green line on Hayden Island to a red line as a way to designate existing multiuse. David suggested coloring it red and labeling it "private" with an arrow. April said she understands it will become a connection by crossing private property with an easement.

## **Update on public involvement activities**

Peter Ovington provided an update on past and upcoming public outreach activities, including a Dec. 14 Vancouver City Council work session on the topic of a proposed off ramp from SR 500 to Fourth Plain Boulevard.

The final meeting of the CRC Tolling Study Committee was held Dec. 7, where the group heard an update on tolling scenarios, active traffic management strategies, and results of public feedback on tolling.

Other highlights in November included CRC presentations to Oregon legislative committees on transportation and an information table at the Hayden Island Safeway store.

## **Discussion**

Joe Greulich said he expects it to be difficult for bikes to get in and out of the future park and ride lot south of Fourth Plain Boulevard and asked if the proposed off ramp would affect that. Casey said it would not change the Fourth Plain overcrossing of I-5.

## Ted Buehler's proposal

David Parisi said CRC staff spent many hours investigating the feasibility of citizen Ted Buehler's proposal for a more direct connection for bicycle commuters traveling north and south. Staff has met several times with Ted. David provided PBAC members with a copy of staff's letter to Ted outlining the reasons why his proposal is infeasible.

## Other topics

**Policymakers' bicycle ride:** Todd Boulanger and Lisa Goorjian have been meeting with Cycle Oregon and the group that hosts the policymakers' bicycle ride. A discussion topic of the ride this July will be the CRC project and what's happening in north/northeast Portland regarding a federal TIGER grant application to make improvements there. Other topics will include the Gramor development on the Vancouver waterfront; Old Evergreen Highway; and the bike loop to I-205. The policymakers' ride will want to coordinate with David Parisi, CRC, and PBAC. Lisa will follow up about this.

**Light rail alignment on 17<sup>th</sup> Street:** Seanette asked if CRC has been formally asked to investigate the feasibility of light rail on 17<sup>th</sup> Street in Vancouver. Staff said they will look into this and see about bringing transit staff to a future meeting. Phil Wuest replied that it's still unknown, as there's a group made up of CRC, City of Vancouver, City of Portland, TriMet, and C-TRAN to take a look at light rail implementation and see how it all fits in. David and Phil will do some homework and bring information to a future PBAC meeting.

## Next meeting

David said he expects fewer meetings in 2010, but would like PBAC to meet in January or February to focus on Hayden Island issues after the Portland Working Group has continued to meet; more information on bike parking demand; results from upcoming Project Sponsors Council meetings; and the 39<sup>th</sup> Street interchange.

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