

MEETING TITLE: Pedestrian and Bicycle Advisory Committee
DATE: February 25, 9:00 AM to 12:00 PM
INVITEES: Pedestrian and Bicycle Advisory Committee Members (see attached)
LOCATION: Columbia River Crossing Project Office, Vancouver, WA

TIME	AGENDA ITEM
9:00	Introductions
9:05	Review of previous meeting summary and review of Action Items
9:15	Update on Marine Drive interchange options
9:25	Update on Vancouver interchange options
9:35	Initial discussion regarding bicycle parking at park and ride stations
9:50	Introduction to potential stacked transit/highway bridge option and pedestrian and bike facilities
10:35	Break
10:45	Continued discussion on stacked transit/highway bridge concept
11:35	Update on Project Sponsors Council discussions
11:45	Update on public involvement activities
11:55	Next meeting topics
12:00	Adjourn

Columbia River CROSSING Draft Meeting Summary

MEETING: Pedestrian and Bicycle Advisory Committee (PBAC)
DATE: January 21, 2009, 9:00 am – 11:00 am
LOCATION: Columbia River Crossing (CRC), 700 Washington St., Suite 300, Vancouver WA
FROM: David Parisi

ATTENDEES:

Boulanger, Todd	City of Vancouver Transportation Services
Bertelsen, April	Portland Bureau of Transportation
Brown, Kyle	Steps to a Healthier Clark County
Corkill, Seanette	Arnada Neighborhood Association
Freeman, Natalie	Columbia River Crossing, design engineering
Goorjian, Lisa	Vancouver-Clark Parks and Recreation
Greulich, Joe	Clark County Bicycle Advisory Committee
Horowitz, Zachary	Columbia River Crossing, traffic engineering
Liles, Casey	Columbia River Crossing, design engineering
Macek, Ian	WSDOT, state bicycle and pedestrian coordinator
Merrick, Rod	Portland Pedestrian Advisory Committee
Ovington, Peter	Columbia River Crossing, communications and public outreach
Parisi, David	Columbia River Crossing, traffic engineering, PBAC facilitator
Poyourow, Michelle	Bicycle Transportation Alliance
Rust, Lynn	Columbia River Crossing, assistant deputy project director
Valenta, Walter	Bridgeton Neighborhood Association, CRC Urban Design Advisory Group
Williams, Michael	Columbia River Crossing, business manager
Zimmerman, Sharon	WSDOT Southwest Region Planning Office

Review of Dec. 10, 2008 meeting summary

The draft meeting summary was approved with no changes.

Update on Marine Drive interchange options

David Parisi, PBAC facilitator, said the goal of this meeting is for PBAC to reach consensus on a preferred alignment for Marine Drive, so they can make a recommendation to the project’s Marine Drive Stakeholder Group.

Casey Liles, CRC engineering staff, provided a brief update on the Marine Drive Stakeholder Group. Their next meeting is Jan. 28, at which time the project hopes to have their recommendation on a preferred alignment for the Marine Drive interchange. [Note: Their decision has been delayed. Please visit <http://www.columbiarivercrossing.org/ProjectPartners/MarineDrive.aspx> for the latest.]

There are still a few different roadway alignment alternatives being considered for Marine Drive. Casey described each in detail, using maps of the interchange design options. Maps are also available online. Staff asked PBAC to concentrate on the “standard” and “modified standard” alignments as they form a recommendation, since these are the two options with the most support so far from the stakeholder group.

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Discussion of “standard” and “modified standard” alignments

Natalie Freeman, CRC design engineering staff, discussed differences between pedestrian and bicycle facilities for the two alignments. She referred to two maps highlighting bike and ped facilities. No substantive differences in the multi-use path or local road connections are apparent between the two alignments. The only major difference is that the Modified Standard Alignment leaves more open land around the local road and path, and introduces the opportunity to make a through east-west connection by extending Vancouver Way to the proposed Anchor Way extension. The local road shown on the maps begins at Marine Way and runs parallel to the freeway before bisecting Anchor Way. She and April Bertelsen said the City of Portland prefers an option that compacts the local streets toward the interchange in order to retain a parcel of land for potential future development. She said one goal of the interchange designs is to get pedestrians and bicyclists off Marine Drive because it is a heavy freight corridor and can pose dangers.

Walter Valenta discussed the standard modified alignment and suggestions for refining the design, based on conversations at last Friday’s joint meeting of representatives from the CRC’s PBAC, Urban Design Advisory Group, and Freight Working Group.

Other key issues discussed included those below, in bold.

Intersections: Todd Boulanger asked about the intersection at the Marine Way extension and the Anchor Way extension and whether it would feature a three-way stop or a T-intersection. Michelle Poyourow asked about the projected volume of cars at the intersection north of Expo on Marine Drive.

Facilities: Michelle Poyourow suggested more direct access for the multi-use path west of the interchange. Natalie explained the difficulties with flooding, safety concerns of TriMet with an at-grade crossing, and other challenges. Michelle then suggested making shoulders on Marine Drive suitable for bicycling. Natalie said she would check the shoulder width as currently designed. [Note: Shoulders are eight feet on either side.]

Ramp terminals: The PBAC strongly recommended that the ramp terminals be marked to reduce the potential for vehicle/bicycle conflicts when bicyclists are crossing the ramp terminals along Marine Drive.

Light rail station: Todd Boulanger asked if there would be a “kiss and ride” in the area where parking is proposed to be removed. Natalie replied that such a decision has not been made yet. Rod Merrick suggested using the highway structure to integrate the station rather than allowing it to cut off.

Bus stops: Todd Boulanger suggested an enhanced pedestrian crossing north of the Expo Center at Marine Drive to accommodate pedestrians and bicyclists who want to access the westbound bus stop. The TriMet bus #16 serves the Rivergate port area, as well as St. Johns. Michelle Poyourow asked whether TriMet has looked at the bus stop design. Natalie said they have seen it but have not commented on it yet.

Pedestrian connections: For pedestrians, staff explained, the major difference between the two alignments is that the modified standard provides quite a bit more room on the east side of the interchange. Rod Merrick commented on the two alignments’ differences in grade for pedestrians at the pedestrian only path proposed along the NB CD Ramp. He would like to see the transition from the ground to the deck be a lot less than 50 feet, suggesting we lower the CD ramp. He also mentioned implications for views in this area.

Stormwater treatment facilities: Natalie said the stormwater treatment facilities are not shown on these maps, and those facilities will be fairly large and could affect the choice of local road placement.

Action item

- Contact Portland Parks and Recreation to discuss pedestrian/bike routes through Delta Park as the current preferred route.

Committee discussion and preferences

April Bertelsen said she is leaning toward the modified standard alignment. She likes the opportunity to get ramps lower as they cross the river. She shares concerns about the ramp over the station and prefers to see it pushed north so the station users aren't in shadow and don't feel separated from the Expo Center. If that isn't possible, she would suggest enhancing it. But she is still in favor of the modified standard anyway, in part because it provides a better environment away from Marine Drive for pedestrians and bicyclists.

Sharon Zimmerman said she is not familiar enough with the two interchange designs to have a preference at this point, but the following principles are important. The design should comply with the Americans with Disabilities Act and minimize out of direction travel for pedestrians and bikes. It is essential that transit stops provide safe pedestrian crossing and access to the Expo Center. Regarding the intersection detail showing the switchback pedestrian ramp, she suggests a spiral design instead to reduce the distance. She supports any opportunity that will place bikes and pedestrians where a driver would expect to see them, in order to reduce conflicts. But she does like mid-block crossings where possible and where there's a large distance between signalized crosswalks.

Rod Merrick said his overall preference is for the modified standard alignment. He wanted to focus on key urban design issues. He said last Friday's joint meeting of advisory group members was his first chance to hear what the freight and urban design groups had to say. The modified standard, he said, allows a landscaped gateway space. Because it's not a great space for pedestrians, the goal is to get pedestrian circulation in that area. The PBAC should seek to minimize height of the bridge at the south shore of the North Portland Harbor. The link between the light rail station at Expo and the nearby bus station(s) needs to be much stronger. He would like to see a pedestrian crossing under or over I-5 south of Marine Drive to complete a circular loop.

Ian Macek said the modified standard option provides more possibilities for the local street network.

Kyle Brown prefers the modified standard for all the reasons Sharon mentioned.

Todd Boulanger prefers the modified standard. The local street network needs more work and he would like to see better integration of the bike/pedestrian network into the local street network. He said staff should show bike lanes all the way south to the edge of the bridge influence area, rather than thinking they end at Expo Center. There also needs to be bike lanes along the Vanport wetlands. The transit platform being shaded is one concern, but he would hope it can be opened up with light as a gateway to Expo Center. He would also like to see a "kiss and ride" at the Expo Center somewhere for those dropping off transit riders. He said it's important to think about the Expo station also as a transfer point for riders going to jobs to the west and transferring to bus.

Michelle Poyourow prefers the modified standard, in part for the open space it provides. But she said some of that open space appears possible in the standard alignment, too. She would like to see bus stop distance and connectivity improved and shortened. The trail should feature signage making it clear that bikes and pedestrians have priority at driveways. On the Springwater Trail, the driveways get priority.

Lisa Goorjian prefers the modified standard. She urged adequate space and design for where pedestrians and bikes come together, as far as staging. Natalie said she has been looking at that and has moved one item farther to the north to allow more room for staging. Lisa also recommends showing on the maps where the paths are going, e.g. "To Delta Park" etc.

Joe Greulich said that, personally, he prefers the modified standard, but as a representative of bike commuters, he will have to discuss it with his group. He wants to make sure that connections through the whole interchange area are easy for bike commuters. Driveways are important and he likes the modified standard better because it seems cleaner, more open. Don't force bicyclists to ride through the light rail station, he said, because it's dangerous.

Seanette Corkill prefers the modified standard due to opportunities for development, open space, and pedestrian access. She wondered how you close the loop for cyclists traveling from NE Portland (as opposed to from Interstate Avenue). She would also recommend improving connections in the area near Whitaker and Delta Park, but not necessarily as part of this alignment.

Shayna Rehberg supports the modified standard but couldn't attend today's meeting, but plans to attend the Marine Drive Stakeholder Group meeting on Jan. 28.

Other items

Todd asked Natalie to clarify whether the two interchange options contain single-point urban interchanges (SPUIs), where, and how that would affect pedestrian and bike travel. Construction and work zone issues should be considered as well. Natalie said they are both SPUI's and that the existing Marine Drive alignment will be in service for the Modified Standard, while the Standard alignment would involve detours.

Zach Horowitz will identify consensus issues from the PBAC discussion above. Staff will codify and summarize those comments, will let PBAC review them, and then will hand them off to Shayna for the Marine Drive Stakeholder Group meeting on Jan. 28.

Update on public involvement activities and Project Sponsor Council discussions

Peter Ovington, CRC public outreach staff, provided an overview using the December communications summary, including the month's public comments, as well as past and upcoming outreach events. He shared a copy of a report summarizing public comments received at December open houses, also available online. Peter recapped the Jan. 10 and Jan. 14 public workshops on light rail, as well as a light rail walking tour, sponsored by the CRC project. He distributed a flier advertising two other public meetings focused on the number of highway add/drop lanes, to be held Jan. 21 and Jan. 24.

Peter said the CRC Project Sponsors Council's next meeting is Feb. 6 and will likely include a decision on the number of add/drop lanes. [Note: This has since been delayed until the March 6 meeting.] The Portland City Council will hold a work session and hearing on this topic Jan. 29 at 2:00 p.m.

Discussion

Michelle Poyourow asked whether the topic of bike parking at park and rides was discussed at the recent light rail workshops. Peter replied that it likely came up in some of the small discussion groups, and that a full summary of these discussions will be posted on the CRC Web site as part of the Vancouver Working Group's meeting materials [now available at

http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/VancouverWG/020509_VWG_MeetingMaterials.pdf]

Seanette Corkill asked whether the light rail terminus location was discussed or the possibility of moving it due to high traffic at the Marshall Center. She also wanted to know if the project has met yet with the Marshall Center. She and Lisa Goorjian urged the project to do so as soon as possible.

Michelle Poyourow asked if the project has a fact sheet on number of lanes. Peter replied no, but similar information can be found in the PSC meeting materials at

<http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterialsOld.aspx?Month=1&Year=2009>

Todd Boulanger asked if the public meetings on number of lanes will include a strip map showing the 8-lane option and stressed that it should be given equal treatment as the 10- and 12-lane options.

Seanette Corkill said the last presentation by CRC staff at the Arnada Neighborhood Association portrayed the 12-lane option as too utopian, and that the neighborhood was asked to make a decision that night without enough information.

Michelle Poyourow asked if there will there be a decision on tolls made at the next Project Sponsors Council meeting. Peter said that while tolls may be discussed, a decision on them isn't scheduled for some months. The agendas for past and future PSC meetings can be found at

<http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterials.aspx>

Next meeting date

Wednesday, February 25, 2009
9:00 a.m. – 12:00 p.m.
Columbia River Crossing project office
700 Washington St., Suite 300, Vancouver WA

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