

# Columbia River CROSSING

**MEETING:** Portland Working Group

**DATE:** Wednesday, January 13, 2010 4 - 6 p.m.

**LOCATION:** Jantzen Beach SuperCenter Community Room  
1405 Jantzen Beach Center • Portland

The Community Room is located inside the mall across from the carousel, next to the Radio Shack store.

TIME	TOPIC	PRESENTER
4:00 – 4:10	Welcome & Meeting Overview	Chris Novotny, CRC
	Project update	Steve Witter, CRC
4:10 – 4:15	IAMP update	ODOT staff
4:15 – 4:30	Road Design Update	Aaron Myton, CRC
		Casey Liles, CRC
4:30 – 4:40	City of Portland Update	City staff
4:40 – 5:50	Roadway Design Principles	Greg Baldwin, ZGF
		Nolan Lienhart, ZGF
5:50 – 5:55	Public Comments	
5:55 – 6:00	What's next – Schedule	Chris Novotny

**MEETING**      **Portland Working Group (PWG)**  
**DATE:**        December 9, 4:00 – 6:00 pm  
**LOCATION:**     Jantzen Beach SuperCenter South Conference Room  
                      1405 Jantzen Beach Center

**PORTLAND WORKING GROUP MEMBERS:**

Richard Carhart	HiNooN
Sarah Stauffer Curtiss	Jantzen Beach SuperCenter
Pam Ferguson	Hayden Island Mobile Home Community
Brad Howton	Columbia Crossings
Steve Kayfes	Kenton Neighborhood
Barb Nelson	Jantzen Beach Moorage
Walter Valenta	Waterside Condo

**STAFF MEMBERS:**

Ann Becklund	TriMet
Alex Dupey	DEA
Coral Egnew	CRC
John Gillam	City of Portland
Talia Jacobson	ODOT
Andrew Johnson	ODOT
Nolan Lienhart	ZGF
Casey Liles	CRC
Tom Markgraf	CRC
Aaron Myton	CRC
Chris Novotny	CRC
Patrick Sweeney	City of Portland
Steve Witter	CRC
Bob Wood	ZGF

**Note:** Meeting materials and handouts referred to in this summary can be accessed online at:  
<http://www.columbiarivercrossing.org/ProjectPartners/PWGMeetingMaterials.aspx>

**[Welcome, Introductions and meeting / packet overview– Chris Novotny, Community Relations](#)**

Reviewed meeting agenda and information packet for tonight’s meeting. Packet contains copies of:

- December 9, 2009 meeting agenda
- November 27, 2009 letter to CRC from Hayden Island Neighborhood Network (HiNooN) re: "Preserving the Livability of Hayden Island"
- December 8, 2009 letter from CRC in response to HiNooN November 27 letter

- December 2, 2009 letter from ODOT to PWG
- November 2009 CRC draft refinement recommendations
- Map of November 2009 CRC draft refinement recommendations
- November 2009 draft CRC refinement recommendations traffic effect table
- Minutes from November 11 PWG meeting.

### Update on Refinements – Chris Novotny, Community Relations

Requested feedback from members who attended the December 4<sup>th</sup> Project Sponsors Council meeting.

**PWG member comment:** The room was too small for the number of attendees and wondered if the project left itself vulnerable by allowing public testimony. The structure of the public testimony (limitations on time and speakers) gave the appearance the testimony was constrained and edited. If public testimony is taken at future PSC meetings, there should be additional time set aside to receive it.

**PWG member comment:** It was very encouraging that almost all the sponsors recognized that Hayden Island was important. Hayden Island Plan worked great with the original design of I-5; the proposed refinements have more impacts to the island. Member recommended a store be located under the freeway as a way to activate the space. Activity would help with safety for ped/bike.

**CRC response:** Requested that we table that discussion for later in the meeting.

**Additional PWG member comments:** The PSC meetings should have more conversations rather than presentations. Member asked for a copy of the letter that Sam Adams and David Bragdon submitted to the CRC project before the December PSC meeting.

**CRC response:** Will forward copy of the letter to PWG. [Note: copy of letter emailed to PWG members on 12/14/09.]

**Additional PWG member comments:** Member was impressed by the caliber of public comments and was surprised at the number of people who proposed alternatives to the current design that the project has already studied. Member expressed concern that the project did not respond to testimony stating the project has already reviewed these alternatives.

### Design Recommendation Check-in – Steve Witter, Transit Manager

The project is waiting for comments from PWG members on the design principles for the transit station. Comments are needed by the end of day Friday December 11.

The transit design team is waiting for FTA approval to move into preliminary engineering (PE). During PE the transit team will incorporate design principles generated from the PWG into the design. The City of Portland and CRC staff meets regularly to assure everyone is on the same page.

**Additional PWG member comment:** Member requests the design to include a wider area below the station to incorporate a kiss & ride, bus stop and/or businesses.

### IAMP Update – Andrew Johnson, ODOT IAMP Manager

Distributed two handouts to the PWG members

- November 30, 2009 memo from Andrew Johnson, ODOT re: Draft *I-5: Hayden Island IAMP*.
- Original IAMP map

The IAMP on Hayden Island is different than other IAMPs in the state and the implementation of this IAMP will also be different. The Hayden Island IAMP process began roughly one year ago. The purpose of the IAMP is to protect the investment of the interchange. The IAMP does not go into design details. ODOT will work with the CRC to design access points. Designs for driveways, local street connections, pedestrian crossing issues still need to be refined.

Hayden Island is a unique community and needs to be treated as such. The Hayden Island Plan calls for the shift from auto centric to pedestrian / transit oriented development. Andrew requested the PWG help direct some of the implementation of the IAMP.

ODOT hopes to present the Hayden Island IAMP to the Oregon Transportation Commission in mid-January.

**PWG member comment:** Member felt good about the process, but the current map drawing cause concern. He feels the map should be more general and not to show so much detail.

Member asked if Andrew was briefed on the HiNoon meeting with Matt Garrett and Jason Tell.

**Andrew Johnson response:** He was aware of the meeting. He was instructed to come up with a design that works for the island. Safety is paramount and will not be compromised.

**Additional PWG member comment:** The IAMP appears to conflict with the Hayden Island Plan. ODOT should use the maps included in the Hayden Island Plan. The current IAMP map shows a three lane road design, which represents an auto oriented design vs. the pedestrian oriented design supported in the Hayden Island Plan. The IAMP map should reflect Hayden Island Plan.

**Andrew Johnson response:** The drawing can change. Staff will work on a drawing that better represents the Hayden Island Plan.

Group further discussed potential changes to the IAMP map. Talia Jacobson, ODOT Associate Planner, said she's happy to hear comments/concerns from the group and will incorporate them into the map revision. Talia will send a copy of the revision to the PWG for review and feedback.

**CRC response:** It would be helpful for ODOT to receive comments on the IAMP from PWG and HiNoon.

**PWG member comment:** Member is concerned about the proposed schedule for the Oregon Transportation Commission to meet and make a decision on the IAMP by mid -January. Member asked about road ownership on the island.

**CRC response:** Still finalizing details around the ownership and maintenance of road network. Current thinking is the City of Portland will own Tomahawk Island Drive and ODOT will own Hayden Island and Jantzen drives. Currently there are no plans to build Avenue B as part of the CRC project.

**Additional PWG member comments:** Member requested ODOT stop using the term "ring road", because there is no closure to the "ring" planned for the west side.

Member skimmed the IAMP and felt it was very auto oriented. The IAMP did not recognize that the highway / IAMP are in the middle of an existing community. IAMP needs to consider the needs of pedestrians and people using mobility devices.

**Andrew Johnson response:** He will report back to the PWG regularly on open IAMP issues like information from the Oregon Transportation Commission.

**PWG member comment:** The PWG should make comments to ODOT on the IAMP as a group and encourages individual comments as well.

### **Roadway Design Principles – Nolan Leinhart, ZGF**

This presentation will be posted on the CRC website. ZGF was asked by the project to look at the streets in 3-D. ZGF worked with CRC engineers to develop a representation of the island's roadways. He would like to use the drawing as a basis to generate feedback and comments from PWG members.

The design team used the Hayden Island Plan, as well as the November 27, 2009 HiNoon letter to Doug Ficco as guiding principles in formulating the roadway representations. The design team took pictures of the road network to develop a "before" and "after" looks. These six drawings are representative views from each highway undercrossing. These drawings reflect very basic assumptions. The images are drawn at human scale to make it easier to understand relationships. Images capture potential views at points east and west of I-5 on Tomahawk, Jantzen and Hayden Island Drive. Nolan walked the group through each of the visuals.

### **Discussion**

**PWG member comment:** Where is the flood protection?

**CRC response:** The flood plain is still an issue for design. The flood protection would likely be behind an existing abutment head. A flood wall may be built into the slope.

**PWG member comments:** Member asked that the UDAG aspirations be considered in the design.

**PWG member comment:** Member suggested the design team go to "SPUI" interchanges in Vancouver to get an appreciation for what the roadway may look like. It would be helpful to have the photographs taken from the same direction and angle as the drawings.

**Nolan Lienhart response:** They will take photos of these interchanges to bring back to the group.

**PWG member comments:** Member would like to have a closer look at the images and use them on a walk around the island to appreciate how they might actually look like in the field.

**PWG member comments:** The area under the highway is a big, wide vacant space with ugly columns. The project should use the elements of transit orientated design to create better use of the spaces. Concerned about ODOT maintenance standards and don't want this to be an area of fences and poorly kept landscaping. Would like to see more uses for the area.

**Additional PWG member comments:** Consider putting the pedestrian walkways on Tomahawk above the grade of the street.

The current drawings are boring with no visual texture and asked the project review the PWG letter to Fred Hansen.

How can we use landscaping to prevent transients from seeking shelter under the bridge?

Is it possible for Safeway to build under the freeway? What about using the other stores to help activate space?

Is it possible to get a perspective of the refined plan for Avenue A? Would the design team be able to provide a view from Avenue A looking towards I-5 at Tomahawk Island Drive?

**CRC response:** Thanked the group for the comments. Over the next several months, these ideas and comments will be further discussed with the PWG and design staff.

### **Public Comments**

**Jim Karlock** suggested rebuilding the project without tolls, since a lot of Jantzen Beach customers are from Vancouver. He felt we should get rid of light rail and use buses. The project should not rebuild a number of interchanges in Vancouver.

### **What's Next – Schedule – Chris Novotny, Community Relations**

Over the next several months the PWG members will be tasked with developing a vision for access and roadway design on the island, similar to what we did for the guiding principals for the transit station.

### **Next Meeting**

Wednesday, January 13, 2010 | 4:00 – 6:00 p.m.

Jantzen Beach SuperCenter Community Room, 1540 Jantzen Beach Center, Portland, OR