

**MEETING TITLE:** Pedestrian and Bicycle Advisory Committee  
**DATE:** August 26, 9:00 AM to 12:00 PM  
**INVITEES:** Pedestrian and Bicycle Advisory Committee members  
**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	PBAC member report-back on bridge pathway options and maintenance/security recommendations
9:50	PBAC recommendation on bridge pathway options and maintenance/security needs
10:20	Update on Urban Design Advisory Group concept plans
10:40	Update on Marine Drive interchange area refinement
11:00	Update on signage, stenciling, and capital improvements for existing pedestrian and bicycle facilities
11:20	Presentation by Ted Buehler (citizen) on pedestrian and bicycle issues
11:35	Update on public involvement activities
11:45	Other topics
11:55	Next meeting topics
12:00	Adjourn

# Columbia River **Draft Meeting Summary**

**MEETING:** Pedestrian and Bicycle Advisory Committee (PBAC)  
**DATE:** July 22, 2009, 9:00 am – 12:00 pm  
**LOCATION:** Columbia River Crossing (CRC), 700 Washington St., Suite 300, Vancouver WA  
**FROM:** David Parisi

**PBAC ATTENDEES:**

Bertelsen, April	Portland Bureau of Transportation
Burgstahler, Ken	Washington State Dept. of Transportation
Greulich, Joe	Clark County Bicycle Advisory Committee
Merrick, Rod	Portland Pedestrian Advisory Committee
Rehberg, Shayna	Portland Bicycle Advisory Committee
Wuest, Phil	City of Vancouver

**CRC STAFF ATTENDEES:**

Freeman, Natalie	Design engineering
Green, Frank	Bridge engineering
Horowitz, Zachary	Traffic engineering
Liles, Casey	Design engineering
Ovington, Peter	Communications
Parisi, David	Traffic engineering
Witter, Steve	Transit planning

**GUESTS:**

Boulanger, Todd	Citizen
Buehler, Ted	Citizen, Vancouver resident
Howton, Brad	Columbia Crossings, Hayden Island resident
Mansfield, Amanda	Office of Portland Commissioner Amanda Fritz

## Review of previous meeting summary

The summary of the June 24 meeting was approved with the following two changes:

1. Add the following attendees who were inadvertently omitted from the attendees list: PBAC member Jennifer Campos and CRC staff Ron Anderson, Peter Ovington, and Don Wagner.
2. Make the following underlined edits to the Action Items list on page 4:

8. **Ted Buehler presentation:** Ted Buehler, a citizen and Vancouver resident, at some point would like to make a 15-minute presentation to PBAC about what needs to be addressed to create a “world class” bicycle facility through the entire corridor (from 39<sup>th</sup> in Vancouver to Victory Blvd. and Lombard in Portland) as well as bike issues in the corridor that need to be addressed in the more near-term future as congestion mitigation and demand management during the construction period. His interest is in bike routing north/south in the corridor, such as Columbia, Expo Center, etc.

David Parisi agreed that Ted could do the presentation at next month’s meeting.

Parisi said he will post online correspondence from Mayor Sam Adams and from April Bertelsen, along with the CRC response, regarding consideration of additional two-bridge options for pedestrians and bicyclists.

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## Update on Marine Drive area refinements

Steve Witter, CRC transit planner, said staff has continued refining design of the highway interchange at Marine Drive. The project has been working to balance pedestrian/bicycle access and highway access. The members of the Marine Drive Stakeholder Group are close to consensus, but Witter has heard from the City of Portland a strong desire for an at-grade crossing for light rail along the levee.

Light rail, Witter continued, has to get under Marine Drive and over the levee. The project is exploring whether it is feasible to integrate the North Portland Harbor Transit bridge into the levee or whether it's necessary to be above the levee. LRT profile is 5% for an integrated levee- bridge, or 7% if it has to go over the levee. One main issue with an at-grade crossing is maintaining an ADA-required 2% pathway cross slope across the track. Requirements of the Oregon Department of Transportation (ODOT) Rail division must also be considered, since they regulate pedestrian and bicycle crossings at light rail tracks. TriMet's preference is to not allow at-grade crossings outside the immediate station area.

Witter said it is important to TriMet and its disabled community advisory group not to have two separate pedestrian facilities that separate disabled users from others.

Brad Howton asked if it is feasible to dig out a portion of the levee to allow an undercrossing. Witter said staff could look at the possibility of this. Natalie Freeman said she will examine this issue, but that it would regularly flood since it's below the river level. It would be more expensive and could require a pump station. She has examined these options before and said PBAC has dismissed them.

Rod Merrick asked for more information about what's planned at the station platform area, and the idea of raising the light rail station platform at Expo Center to allow an easier slope. Witter said the main obstacle is the significant expense of raising a station and that the Federal Transit Administration would not reimburse for that expense since the station was already paid for once.

Merrick asked if there are park and ride facilities at Expo Center. Witter said there are today as part of an easement with Expo Center. He's not sure whether those parking spaces will remain after the new park and ride lots in Vancouver are built. Todd Boulanger wondered if TriMet has statistics on how well used the Expo Center park and ride is. Witter said parking accommodations for bicyclists will be integrated into stations.

Witter said he will represent the project on light rail station area planning and looks forward to working with PBAC in the future.

## Evaluation of pathway on east side of I-5 between Hayden Island and Marine Drive

Natalie Freeman, CRC design engineer, showed maps comparing the draft PBAC path recommendation and a new, conceptual design that puts the path on the east side of I-5 between Hayden Island and Marine Drive.

Freeman described the reasons why this option is not ideal, including more noise, pollution, and debris for a path alongside highway traffic. It also would be two-thirds of a mile farther from the Expo Center light rail station to the Hayden Island station, which would mean significant out-of-direction travel for this specific trip. The main advantage of an east side path is that the distance from Delta Park to Vancouver would be three-tenths of a mile shorter. The east side only path would add quite a bit of cost due to the pretzel-like ramps and additional piers in the water at the south end of the main Columbia River bridge.

April Bertelsen explained her rationale for wanting to know the feasibility of an east side only path. Could there be benefits, she asked, to keeping the path entirely on the east side? What are the tradeoffs? Brad Howton said it also could make sense on the east side because that's where the neighborhood commercial uses will be located.

Ted Buehler proposed a flyover path across Marine Drive. He said the east side makes sense if you're designing from city hall in Vancouver to city hall in Portland.

Members asked if CRC could look at a more direct connection from the path under I-5 to the path alongside the light rail crossing over the North Portland Harbor bridge. Freeman said she would look into this.

Rod Merrick asked when the project will begin modeling some of these concepts in three dimensions. Frank Green said the project does have 3D visualizations planned for the final environmental impact statement but, due to cost, will have to limit how many can be done while designs are still preliminary.

The group discussed features of the proposed Marine Drive interchange, including where the highway would be raised by earth fill and by structures.

The PBAC agreed that the east side path proposal is problematic.

## Update of PBAC evaluation of bridge pathway options

David Parisi distributed a draft handout titled *Comparison of Pathway Options* that reflects feedback from the last meeting on topics such as safety and personal security, design, connections, and quality of experience. Staff will make a number of edits to the handout based on feedback from the PBAC and will mark it final. It contains a total of 42 criteria.

## Update of PBAC maintenance and security recommendations

David Parisi distributed a revised one-page list of draft recommendations from PBAC on maintenance and security considerations.

### Discussion

The group discussed and proposed edits to the recommendations. The final text is available at [http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/BikePed/PBAC\\_recommendations\\_summer2009.pdf](http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/BikePed/PBAC_recommendations_summer2009.pdf)

Shayna Rehberg asked if there are examples of this kind of existing agreement that ODOT or WSDOT has crafted. Staff will look into other examples such as I-90 in Seattle or the Oakland Bay Bridge. Parisi views the future agreement involving more than just the departments of transportation but also involving local police, park managers, and others. April Bertelsen views a future maintenance and security plan as having some dedicated funding source separate from DOT budgets.

Phil Wuest, who is also on the CRC Performance Measures Advisory Group, said that group envisions some kind of annual report and a set of metrics related to these recommendations.

## Scheduling outreach to PBAC constituencies

Parisi asked PBAC members for their feedback on how to share the bridge type criteria matrix and maintenance/security recommendations with PBAC stakeholder groups and how to invite their input. Brad Howton said it could help inform the Hayden Island light rail station design and neighborhood planning process. Other PBAC members discussed how and when they would like CRC staff to meet with their individual stakeholder groups. Meetings will be scheduled with the Clark County Bicycle Advisory Committee, the Portland Pedestrian Advisory Committee, Portland Bicycle Advisory Committee, and most of the other PBAC member groups.

Parisi said PBAC will need to make a recommendation on the bridge type and maintenance/security considerations at their next meeting on August 26.

## Update on public involvement activities

Peter Ovington, CRC communications, said the project hosted two open houses in late June to provide project updates on light rail, bridge and highway interchange design, finance and tolling, and pedestrian/bicycle facilities. The project's recently-formed Tolling Study Committee also hosted two "listening sessions" to hear public comments on the topic of tolling the CRC project. The project will

conduct further outreach in early autumn, including along I-205, and will post an online survey. Results will be compiled in a report to the Oregon and Washington legislatures in January 2010.

Ovington discussed past and upcoming public involvement activities, including outreach at this summer's three pedestrian and bicycle-oriented Portland Sunday Parkways events.

## Discussion

Todd Boulanger asked if the project's tolling survey will include a question testing people's awareness of existing tolled facilities in other areas around the United States. Ovington said the survey is still being drafted but will share this comment with project staff.

Rod Merrick asked what examples there are around the nation of using congestion priced tolling on bridges. David Parisi said there are not variable tolls yet on bridges in the San Francisco Bay area but that some places are experimenting with open road tolling.

Ted Buehler suggested that holding public meetings on Hayden Island in Portland is not a good location choice. He said the project should hold meetings farther south since Hayden Island doesn't have good pedestrian/bicycle access. He suggested not holding meetings north of Lombard Street in Portland.

## Other topics

David Parisi said the National Safe Routes to School Conference will take place in Portland, August 19-21.

## Action items

1. **Levee and undercrossing:** Staff will further examine options not already dismissed by the PBAC.
2. **Maintenance and security agreement examples:** Staff will look into examples of existing agreements on facilities such as I-90 in Seattle or the Oakland Bay Bridge.
3. **UDAG update:** Staff will provide an update on bridge design and recent progress of the CRC Urban Design Advisory Group.

## Next meeting

Wednesday, August 26, 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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