

MEETING REPORT

DATE OF MEETING: September 8, 1994

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Acting Chair Jon Kvistad and Susan McLain, Metro Council; Earl Blumenauer, City of Portland; Gregory Green (alt.), DEQ; Tanya Collier, Multnomah County; Roy Rogers, Washington County; Dave Lohman (alt.), Port of Portland; and Keith Ahola (alt.), WSDOT

Guests: Dave Bishop and Dave Williams, ODOT; G.B. Arrington, Tri-Met; Steve Dotterer, City of Portland; Ed Washington, Metro Councilor; Bob Stacey, Office of the Governor; Tom Coffee, City of Lake Oswego; Mary Legry, WSDOT; Bob Bothman, MCCI; Susie Lahsene, Port of Portland; Kathy Lehtola, Washington County; Ed Pickering, Multnomah County; Sandy Doubleday, City of Gresham; Ron Bergman, Clark County; Rod Sandoz, Clackamas County; and Kathy Busse and Dan Layden, Multnomah County

Staff: Andrew Cotugno, Richard Brandman, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order by Acting Chair Kvistad who, lacking a quorum, deferred action on the August 11, 1994 meeting report until the October 13 JPACT meeting.

WILLAMETTE RIVER BRIDGES ACCESSIBILITY PROJECT

Ed Pickering, Multnomah County Engineer, reported that the Willamette River Bridges Accessibility study evolved in 1992 when the Hawthorne Bridge was closed for emergency repairs, limiting its use to bike/pedestrian traffic. Following those repairs, it was suggested that there be one less vehicle lane and one bike-only lane. The need to better accommodate the handicapped and bike/pedestrian community was recognized and a study emerged for all five of the Willamette River bridges. ODOT later joined the effort and the study now includes two state bridges that cross the Willamette River.

Ed explained the process the study has undergone, noting the involvement by a Citizens Advisory Committee (CAC), a Technical

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Advisory Committee (TAC) and various stakeholders. The four goals of the study are: 1) to improve accessibility of the bridges and the connecting ramps and interface with the street system; 2) to improve safety for users; 3) to seek better integration of streets and ramps; and 4) to develop an action plan based on established criteria. The study attempts to improve accessibility through some implementable projects.

The TAC included representatives from the City of Portland Bureau of Traffic Management; City of Portland Pedestrian Program; Metro; Tri-Met; DEQ; ODOT; and the Metropolitan Human Rights Commission. Ed also reviewed composition of the CAC and its representation from the many user/interest groups. The focus of the two advisory committees was to identify problems and develop solutions.

Four public meetings were held; input was received from user groups; and all the bridges were toured in an attempt to identify problems. The TAC, in cooperation with ODOT and the City of Portland engineers, have identified engineering solutions. The firm of CH2M Hill evaluated all 80 projects based on the criteria established, resulting in 38 projects recommended to improve accessibility.

Ed confided that the TAC has worked hard to gain the trust of the user group and to reduce the barriers that involve safety issues for users, wheelchair accessibility, congestion issues on the east side of the Burnside Bridge faced by a lot of bicyclists, and to improve walkways for pedestrians which are presently dirt pathways. He felt there was little opposition to any of the proposed projects and that they have built a strong consensus for implementation of the 38 projects.

The total cost of the 38 projects is \$7.6 million. Ed reported that a \$1 million Congestion Mitigation/Air Quality (CMAQ) grant has been secured and that they will have to compete at the regional level for additional funding. The City of Portland, Multnomah County and the state have undertaken this study based only on local funding resources. Ed Pickering noted that these bridges are of regional significance and that they have made greater strides toward solving conflicts without penalizing other users of the bridges.

Dan Layden spoke on the seven criteria established for ranking of projects in this analysis, which included: table criteria (e.g., air quality); mode benefit; removing barriers; facilitating connections; traffic system performance; potential users; and benefit to cost. In detailing plans for the Hawthorne Bridge, he noted that most of the funding is through use of CMAQ funds. Sidewalks are proposed where there are muddy paths and 10-foot cantilever sidewalks will be in place where there are 8-foot

cantilever sidewalks at a cost of \$1.3 million, which is not pre-funded. Andy Cotugno noted that there will be a follow-up Resolution to place those projects in the TIP.

Chair Kvistad thanked Ed Pickering and Dan Layden for their presentation.

WILLAMETTE VALLEY TRANSPORTATION STRATEGY

Dave Bishop of ODOT reported that the purpose of the Willamette Valley Transportation Strategy project, with its focus on transportation, is to further implement the Oregon Transportation Plan and to integrate those goals and community planning efforts for the overall future of the Willamette Valley. In addressing the goals and objectives of the strategy, Dave cited the need to better understand how the region's comprehensive plans affect one another and their interrelationship; to identify gaps in transportation planning; to investigate the market for valley intercity high-speed rail passenger service; to establish a method for better communication between the valley people; to develop and evaluate alternative scenarios for integration of Willamette Valley transportation/land use policies; and to design a framework and process to incrementally improve the transportation network in the Willamette Valley over the next 20 years.

V-PACT, the policy advisory committee, will release its report in February. A narrative has been developed of three different transportation scenarios, which were distributed at the meeting. The scenarios are categorized by Base Case, Moderate Commitment, and High Commitment. The Base Case scenario represents a continuation of the current level of commitment; the Moderate Commitment scenario depicts the Preferred (livability) alternative and the Transportation Planning Rule; and the High Commitment scenario represents the fullest commitment to livability, cooperative planning toward that end, and state goals and policies in place.

Dave noted that the next V-PACT meeting is September 22. The agenda will be to start the evaluation process of the developed scenarios. There's a long list of criteria which addresses how to meet the TPR requirements, issues identified by V-PACT, and how to meet cross-county connections and VMT objectives. As an educational tool, V-PACT intends to have a series of meetings valleywide about what happens if there is a certain level of commitment, if there's a high level of commitment, and what would happen if there was an integrated system in the valley that could meet the needs of its population.

Dave felt that a Preferred scenario would be developed by February along with a list of proposed actions. He noted that this is not a one-time product and that the interrelationships are going

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to become even more important and need to be addressed in an institutional way.

Andy Cotugno commented that this issue has become very important in terms of the 2040 options and the issue of growth in the surrounding communities. He noted that it is not easy to communicate with those jurisdictions not having representation on JPACT. He emphasized the importance of having a statewide forum to discuss issues of mutual concern for the entire Willamette Valley.

Chair Kvistad thanked Dave Bishop for his presentation.

Councilor McLain asked Dave Bishop whether land use discussions relating to Region 2040 would be appropriate for V-PACT and whether there would be interest because of similarities. She felt it would be a good opportunity for this region to "connect." He responded that there had been a presentation made before the group on the 2040 plan.

WILLAMETTE VALLEY INITIATIVES CONFERENCE

On behalf of the Governor and Progress Board, Bob Stacey invited JPACT members and other community leaders to attend the "Partners for the Willamette Valley's Future" conference on October 21. The purpose of the conference is to promote a dialogue about the valley's future in terms of growth and livability. He cited the need for a collaborative effort and a common vision for the future of the Willamette Valley.

A discussion followed on issues relating to neighboring city relationships in the Willamette Valley, making the Metro region part of the Willamette Valley by creating a dialogue, and how major urban growth management and transportation decisions are made in the Willamette Valley. Bob Stacey felt that there's a successful land use planning program in place but there's need for coordination in urban planning among planning agencies. The state is proposing to build an institutional structure that will unite 90 urban communities and include all interests that have a stake in how the Willamette Valley is developed. Bob reported that the name of the conference is: "Willamette Valley: Choices for the Future." He cited the need for community leaders to work together to guide major investments in the Willamette Valley. He thought that the conference may be moved from the Ramada Inn in Corvallis to Oregon State University.

Bob encouraged everyone to consider attending the conference and to share their perception about cooperative decision-making. The conference hopes to identify issues of particular concern; discuss alternative transportation investments; create a pipeline of information about growth, its impacts, and the results of the

research on key indicators; and foster coordination among local governments toward development of the Willamette Valley. Bob noted that the Governor will introduce the conference and that gubernatorial candidates will be attending.

Following the conference, a report will be made to the Progress Board on how to move forward with strategies for common solutions. Bob cited the importance of discussing how to deal with growth on a cooperative basis. He welcomed advice about the content of the conference from all JPACT members.

REGION 2040 STATUS REPORT

Andy Cotugno reported that the 2040 project is culminating in a Preferred Alternative. He reviewed the introduction, "listening post" hearings for the general public, and adoption schedule. The Executive Officer will introduce a "Recommended Alternative" on September 15 that will become the vehicle for input from the various committees and outside interest groups to determine what modifications are necessary prior to refinement of a Preferred Alternative. Andy reported that 17,000 responses were received on the Region 2040 survey. Ten thousand of that number took the time to write additional comments and all of that input is being utilized to craft the "Recommended Alternative."

Next month, there will be a special worksession to better understand, review and develop comments. Andy emphasized the following dates: November 9, MPAC to formulate its recommendation; and November 10, JPACT to formulate its recommendation. He also noted additional meetings scheduled to discuss the issues with individual jurisdictions and a variety of "outreach" meetings with various interest groups.

At the end of November, the process begins before the Planning Committee and Metro Council. Adoption of the Preferred Alternative is proposed for December 8.

Councilor Kvistad spoke of the process the Recommended Alternative would undergo and the fact that there would be three to four decision points where decisions would be made based on public testimony.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members