

## MEETING REPORT

DATE OF MEETING: July 12, 1979

GROUP: Joint Policy Advisory Committee on Transportation (JPACT)

### PERSONS IN

ATTENDANCE: Charlie Williamson, Chairperson, Donna Stuhr, Caroline Miller, Betty Schedeen, Dick Carroll, WSDOT; Bob Bothman, ODOT; John Frewing, Tri-Met; Jim Fisher, Washington Co; Larry Cole, Beaverton; Al Myers, Gresham; Don Clark, Multnomah Co; Rose Besserman, Vancouver; Connie Kearney, Clark Co.

Staff: Bill Ockert, Paul Bay, Ann Batson, Ken Johnsen, Ted Spence, Mike Borresen, John MacGregor, Alan Harvey, Ed Murphy, Gerald Edwards, Frank Angelo, Bob Haas, Deanna Mueller-Crispin, Gary Spanovich, Steve Siegel, Karen Thackston.

MEDIA: None

### SUMMARY: 1. CORRIDOR PRIORITIES

Steve Siegel explained the findings of the corridor studies and the recommendations. Dick Carroll commented that the recommendations in the North Corridor stop at the Columbia River and that it is incumbent on Clark County/Vancouver to begin their work to prepare a plan to meet the federal requirements. Connie Kearney stated that RPC would be working on the plan and would have recommendations.

Donna Stuhr moved and was seconded to approve the staff recommendations and forward to the Council for adoption, with the proviso that staff work with Washington jurisdictions regarding Washington Corridor recommendations and report back to JPACT if changes or other study are indicated. Motion adopted unanimously.

### 2. SCREENING PROCESS FOR THE MSD RESERVE

The screening process applied to the 88 suggested problem areas was explained by Gary Spanovich. TPAC action was to approve the 22 identified problem areas with two additions: 1) include the purchase of buses with the understanding that the city of Portland consider using part of the city reserve to participate and 2) include 257th Avenue. Staff agreed that bus purchases should be studied as long as the city of Portland was willing to consider participating in their purchase as part of the city I-505 reserve.

Staff recommended against the addition of 257th as a separate problem area primarily because it does not meet the adopted criteria and because there are other similar problem areas which were eliminated for the same reasons.

Ed Murphy, Troutdale, said 257th would tie the E. County cities and is meant as a north-south regional corridor. He felt that the E. County Transportation Committee needed time to study the options of responding to the north-south problems and make a recommendation to MSD.

Don Clark stated that the Multnomah County Comprehensive Plan shows 257th as a major arterial and that a decision on 257th should be left open until the E. County Committee does further study.

Paul Bay, Tri-Met stated that his staff had studied the two areas (242nd & 257th) and would support leaving 257th open as a means to respond to the north-south circulation problems including access to the Mt. Hood Community College.

Charlie Williamson asked if there were other jurisdictions with similar situations. Dean Cole, responded that they felt 158th was in the same situation, where two options (158th & Murray potentially respond to the same problem). Bill Ockert pointed out that the same situation exists in Clackamas County where two options (Railroad Ave/Harmony and Harrison/King) could potentially respond to the same corridor problems. He suggested that to be consistent all three situations should be studied. He pointed out that these additions would add to the staff effort and time table for completing the analysis.

Don Clark moved and was seconded to endorse the staff recommendations (including the addition of bus purchases) provided that the options in three of the problem areas not be narrowed down at this time (i.e., 242nd and 257th would be options in the east-west problem areas between Gresham and Troutdale, 158th and Murray would be options in responding to north-south problems in the Beaverton area, and Railroad/Harmony and Harrison/King would be options in responding to east-west problems in the Milwaukie area). Motion adopted unanimously.

### 3. EVALUATION OF HWY 43 AT MARYLHURST EDUCATION CENTER

Staff explained the process for the proposed signal and the recommendation to send the report to ODOT. Several members commented on the number of other locations needing signals. Charlie Williamson felt something more should be done.

Don Clark moved and was seconded to approve the staff recommendations and forward it to the Council. Motion adopted with one dissenting (Williamson).

4. AMENDMENTS TO THE MSD RESERVE CRITERIA

Bill Ockert stated that the Council had returned the criteria amendments to TPAC and JPACT with direction to do more work on them. TPAC accepted the staff recommendation to approve 1, 2 (with the addition of a financial statement) 5 and 6.

JPACT discussion covered items 7 and 8 and the fact that they would be an incentive to the jurisdictions to do more on their own and a way of stretching the withdrawal funds.

Staff indicated that items 7 and 8 would be used as a measure in the problem area evaluation and JPACT would have to decide their importance when they make the funding decisions.

Jim Fisher moved and was seconded to approve criteria amendments 1, 2 (with inclusion of the financial statement) 5, 6, 7 and 8. Motion passed unanimously.

5. GOALS & OBJECTIVES

Jennifer Sims requested a JPACT workshop to review the goals and objectives for transportation, energy and air quality. Purpose of the workshop will be to revise the existing goals and objectives and to meet the ORS.268 requirements.

The workshop was set for Tuesday, July 24, at 5:30 pm.

6. TIP & TSME AMENDMENT - PORTLAND OVERLAY PROJECT

Bill Ockert stated that JPACT will need to decide whether criteria will be established for the city of Portland Reserve.

Don Clark moved and was seconded to approve the amendment. Motion passed unanimously.

7. TIP & TSME AMENDMENT - I-5 N

Caroline Miller questioned public acceptance of ramp metering. Bob Bothman explained the state's plan for citizen involvement.

Don Clark moved and was seconded to approve the amendment. Motion passed with one dissenting vote (Miller).

8. PROSPECTUS/MEMORANDUM OF UNDERSTANDING W/CLARK CO RPC

The updated Prospectus is required for federal certification. The only change requested was that RPC have membership on TPAC.

Dean Cole moved and was seconded to approve the Prospectus, including RPC membership on TPAC and forward to the Council for adoption. Motion passed unanimously.

9. REAFFIRMATION OF I-505 WITHDRAWAL

FHWA has requested that MSD reaffirm the CRAG action of withdrawing the I-505 freeway.

Dick Carroll moved and was seconded to reaffirm the I-505 withdrawal and forward to the Council for approval. Motion passed unanimously.

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