

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

Port of Portland

Meeting Notes

Monday February 10, 2020, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway, Oregon Trail Room

Members

Lori Stegmann
Karylinn Echols
Emerald Bogue
Darren Riordan
Jamie Kranz

Representing

Multnomah County
City of Gresham – via phone
Port of Portland
City of Fairview
City of Troutdale

EMCTC Staff

Nolan Young
Katherine Kelly
Chris Damgen
John Niiyama
Nathan Clark
MaryJo Andersen
Jessica Berry
Oscar Rincones
Eve Nilenders

Representing

City of Fairview
City of Gresham
City of Troutdale
City of Wood Village
Multnomah County
Multnomah County
Multnomah County
Multnomah County
TriMet

Guests

Shirley Craddick
Heather Wills
Timur Ender
Mandy Putney
Andrew Campbell
Jenny McGinnis

Representing

Metro
WSP
City of Portland
ODOT
Multnomah County
City of Gresham

1. Welcome and Introductions

Meeting began at 3:03pm

2. Opportunity for Public Comment

No Public Comment

**3. Review and Adoption of Meeting Minutes - All
Action Item**

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4. Election of Officers - All

Membership bylaws were reviewed and members were reminded that Commissioner Stegmann would be maintaining the Chair and today's vote is to elect a Vice-Chair. Members are currently representatives from Fairview, Troutdale, Gresham, Wood Village, Multnomah County and the Port of Portland. Jessica explained that Katherine would be voting as proxy for Councilor Echols; there were no objections to this. The vote was done by written ballot, counted and the Vice-Chair elected was Councilor Kranz.

**5. Year in Review - Staff
Information**

Jessica Berry, Multnomah County Transportation Division reviewed the adoption of the Capital Improvement Plan and updated the group about the Troutdale Reynolds Industrial Park and Swan Island transit services and mentioned that rural transit planning as part of HB 2017 funding will begin soon.

Emerald Bogue with the Port of Portland, informed the group that 40 Mile Loop construction is moving along nicely with construction planned through 2021.

MaryJo Andersen gave the group a short presentation and handout about the Safe Routes to School program highlights since July of 2019. This included some of the schools beginning to repeat the Walk and Bike to School events, after school programs participation, library participation and Boys and Girls Club and summer program events. In addition, MaryJo mentioned that the program was able to participate in two demonstrations during school hours, a first for the program. The program has developed a partnership with the City of Gresham to develop action plans for specific schools based on student surveys and an infrastructure assessment. The program has reached over 730 students for pedestrian safety lessons since July of 2019. Also, MaryJo shared that the fatality at Dexter McCarty school brought greater attention to pedestrian safety lessons and increased the interest in pedestrian safety.

Councilor Lori Stegmann thanked everyone for sharing these yearly highlights emphasizing how much is going on, the importance of the projects, and the collaboration of committee members, staff and participants across the different cities and jurisdictions. She thanked everyone for their continued participation.

**6. East Glisan Street Update 82nd Ave to 162nd – Timur Ender, PBOT
Presentation/Discussion**

Timur Ender provided a presentation highlighting the Northeast Glisan at 128th Avenue intersection beginning with a focus on the front of Menlo Park Elementary school. Timur explained that this area is mostly inaccessible to pedestrians and bicyclists and is an area in which a majority number of crashes occur and in which some of the more serious crashes occur.

He explained this is the fourth most dangerous street in the city with Division and Stark also in the top 5. Timur reviewed the goal of Vision Zero and the City of Portland to eliminate traffic fatalities by 2025. His presentation included information on the inequity of traffic crashes, that they occur mostly on a small number of streets (Stark, Division, 122nd Avenue), the lack of street lighting, and that the design of northeast Glisan is over 60 years old.

Overall project goals are to eliminate serious crashes and fatalities by addressing speeding and improving clarity around what are appropriate spaces are for pedestrians, bicyclists and automobiles.

He explained that street designs are driven by city policy on how they allocate public space, specifically the Transportation System Plan which outlines how they dedicate right of way between riding, biking and walking. In addition, the Vision Zero Action Plan informs the city on the disproportionate number of crashes and fatalities and how to employ safety treatments along with the Bicycle Pedestrian Master Plan.

The project will also provide residents with information on what streets are going to change the number of lanes in use.

Next year PBOT will begin a redesign of 122nd to 162nd with a public press announcement of that due in March. Phase 3 in 2021 is a crosswalk on 113th, streetlights and infill. This project is contingent upon the passing of Fixing Our Streets 2 passing by voter approval.

In January of 2021 there will be a project that goes into construction on Halsey between 114th and 167th that is presently at 95% design. This project will have crossings at various locations, protected bike lanes between 114th and 138th and street lighting and infill as well.

Regarding the Glisan project, PBOT will be collecting data in January and February of 2020 and releasing an evaluation in March. Their website has information on how they will be measuring success for this project (<https://www.portlandoregon.gov/transportation/75685>).

Timur also shared the following video, Designing a Smarter Street for Portland, with attendees: <https://www.youtube.com/watch?v=03Lpn67A6oo>

The room was then opened up for questions and discussion...

Eve Nilenders asked for a clarification on the City of Portland lighting standards and Timur explained that the Pedestrian Master Plan includes lighting and infill for both sides of streets at a cost of \$12 million within the next 5 to 7 years with a prioritizing of the arterials east of 82nd.

Katherine Kelly asked about the amount of community outreach that occurred for the East Glisan Street Project. Timur explained that mailers were done for people who lived within 122nd, 162nd, Glisan and Halsey.

After some discussion, it was agreed that outreach needs to occur outside of the community in which construction occurs into communities that might use arterials in and out of those communities through community meetings, EMCTC, and messaging to representatives.

Timur also provided further clarification on Vision Zero for the group and committee members talked about their participation level with Vision Zero. The City of Gresham will have an opportunity to pilot with ODOT and Dexter McCarty to do adult education training as a start. It's hoped that through the support of a small city and Multnomah County the area will move towards a full support program for Vision Zero.

Jessica Berry suggested we begin to identify what topics we would like to cover at EMCTC as a group.

There was some discussion on cities having the authority to reduce a street speed limit to 20mph. Nathan will follow up with the group on how State Law affects local government adoption of lower speed limits. Andrew Campbell asked about access to transit on 162nd. Timur described the 2 million dollar access to transit project for the City of Portland jurisdiction between Stark and Division. North of Stark is City of Gresham.

MaryJo with Multnomah County Transportation mentioned there is some confusion at the public level about what Vision Zero is and that messaging might need to be discussed more in the future.

Timur explained there are limitations on signage about projects in the different corridors but they do have various Vision Zero billboards east of I-205.

Katherine mentioned that there have been some internal discussions about extending some of the changes the City of Portland is working on into arterials.

Timur ended by adding that specific project information and mapping will be available in the near future once details are worked out.

7. TriMet Updates – Eve Nildenders, TriMet Presentation/Discussion Line 2 Reallocation Hours & TriMet Pedestrian Plan

Eve began her presentation with an explanation of TriMet's pedestrian plan which they began working on last summer. TriMet is engaged in this planning because riding transit is a multimodal activity...surveys have show that most of TriMet riders walk to their station. TriMet wants to make sure that they are collaborating with the jurisdictions that are located within their service district to help identify locations that are important in the walk to transit.

Her presentation included information on what their process has been to date, next steps in terms of outreach that is planned for the end of the month, information on virtual open houses starting soon, and the remaining timeline.

Eve explained that their stakeholder forums included representatives of the various jurisdictions, employers, walking advocacy groups, community service groups or representatives of underserved communities, some members of TriMet's committee for accessible transportation, and their Transit and Equity Advisory Committee.

They first met in September to identify key issues with participants contributing to three major themes...equity, safety, and demand. These became the values that would guide their plan.

At their next forum they discussed how they might go about measuring the very broad themes.

Eve explained that in terms of safety they would be looking at places that are known to be dangerous along with high injury quarters and intersections, sidewalk gaps, streets with speed limits of 35mph, streets with four or more lanes, and a certain traffic volume.

In terms of equity, she explained that people of color and seniors are more likely to be killed or injured as pedestrians in a crash. Low income communities are more likely to be transit users.

She explained that although these measures are not perfect, they seem to reflect what is standard in the field.

TriMet is in the process of launching virtual open houses and there is a survey that is open that gives a chance for the public to weigh in. People who participate will be able to see which projects are prioritized and which jurisdictions provided data as well as to play with the weighting of safety, equity and demand to see how changing one of these affects the others. This should be live as of next Monday, February 17th.

Agency working groups will be launched in March. Then, they hope to wrap up the process between May or June.

Eve then opened up the meeting to questions or comments and then went on to address past and upcoming changes to the Division transit corridor. She clarified that some proposed changes will be rolled out before TTP in Fall of 2022, and some after TTP.

What they are proposing is a new line for 148th, bringing line 87 up to frequent service and adding weekend service on line 10 and some additional frequency as well. They are still developing the timeline and will be asking for public comment this spring and finalizing the plan this summer.

This fall they will be adding later service on line 87. September 2020 to March 2022 is the pre-allocation period. Additional services would be added on line 87, 10 or other lines to be determined and then the rest after Division project was launched in 2022.

It was expressed that more information on ridership participation and numbers would be good to learn about in the future including information pre and post any changes made and details/clarification on TriMet phrases such as frequent service, peak hours, etc. Also requested was more information or a summary for the various jurisdictions that signed on to the MOUs and some clarification on whom is participated in the MOUs. In addition, clarification on budget items that have already been allocated and what remains to be allocated.

8. ODOT Tolling Project Update – Mandy Putney, ODOT and Heather Wills, WSP *Presentation/Discussion*

ODOT will be starting up a new Urban Mobility Office and have hired a new tolling manager who will be starting a tolling program unit.

Mandy covered how ODOT will be moving forward with decision making and stakeholder engagement, policy engagement and their commitment to incorporating equity in the workplace, milestones and the environmental review process.

The work ODOT is doing now is directed by House Bill 2017 which asked the Transportation Division to move forward with looking at the I-5 and I-205 corridors in the Portland region. These corridors were identified as areas where the congestion continues to cause problems for all of the state in moving goods and services through.

ODOT did an 18 month feasibility analysis process looking at the different corridors and sections along with a Policy Advisory Committee. They ended up on focusing on two sections...one on 205 on or around the Abernathy bridge and a section on I-5 which is about a 7 mile section from about Going Street or Alberta through Multnomah. Mandy explained that their will be a different projects and environmental processes.

ODOT will be moving forward with an environmental review process under the National Environmental Policy Act, or NEPA for the I-205 location and will be doing some additional alternatives review and planning for the I-5 location this year.

They will be setting up technical working groups and have invited jurisdictional staff and transit agency staff from around the region (Portland metro and Southwest Washington) to participate on a series of technical groups.

The base project team modeling group includes Metro, RTC and ODOT and their consultant team. All the modeling that they did for the feasibility analysis is based on the Metro model and they will also have an expanded modeling group that brings in modelers from other jurisdictions on an ongoing basis.

ODOT will also be starting up a transit multimodal working group because they know that having transit and providing travel choices is going to be crucial to their success in doing pricing in the region.

They have also restarted an agency staff update group to be able to stay informed on questions and concerns from agency staff. They met a couple of weeks ago and working groups meet this week.

Both Metro and the City of Portland are doing different levels of pricing studies. The City of Portland is looking at pricing options for equitable mobility and have formed a task force that will be looking at the inequities of the current system and then whether or how pricing can be used to improve equity.

Metro will be doing a regional technical study to look at tolling through the lens of the policy values articulated in the RTP (climate, equity, congestion and safety) and how pricing could be used as a lever for one or more of those policies.

ODOT currently has a capital project that is in design to add a third lane to I-205 and seismically update the Abernathy Bridge that is funded through design. They are at 60% design and construction period is dependent on funding becoming available.

The environmental review for tolling in and around the I-205 area is expected to take about 2 years. Movement on setting up and figuring out the back office system to collect the tolls and manage the system and transactions enforcement and establishing a customer service center will also occur during the same period.

Some questions identified for the I-205 project are where should it start, where should it end, what options are available to people, and what effect it might have on other interstates. In addition, there are more recent conversations about the interstate bridge replacement.

Before ODOT can evaluate in the NEPA document they need a little more time they need to understand exactly what the alternatives would be and so they are building in more time for refinement.

Equity work will be used to inform both of these projects so they will be setting up an equity mobility advisory committee.

Mandy reminded everyone that this is not a rate setting process, the Transportation Commission and Tollway Authority would be responsible for setting the toll rate and toll rate policy.

House Bill 2017 established a congestion relief fund as a subset of the Highway Trust Fund and total revenue collected will be subject to constitutional requirements on how to use Highway Trust Fund dollars (money needs to be spent on roadway projects or projects in the right of way).

The Equity and Advisory Mobility Advisory Committee will be asked to help develop an equity definition and framework as well as performance measures and also to assist in developing an equity and engagement strategy.

ODOT will pair that work with a broader, multi-county engagement approach and strategy with a series of in person events and open houses, smaller neighborhood workshops and online questionnaires and videos.

After that, they will turn to existing policy bodies, coordinating committees, etc. to bring policy level input back to and will be laying the foundation and grounding this work with their multiagency technical committees and engagement so that they are able to get agreement on methodology on the technical level.

ODOT will continue with updates and briefings and will continue to meet with bigger policy groups, go to individual work sessions or councils, and work at the neighborhood level with more localized information. They will also have fact sheets, social media and online resources available.

In reference to equity, they are thinking about both process equity and outcome equity. The Equity Mobility Advisory Committee will consist of non-elected representatives from Oregon and Southwest Washington that represent a variety of interests that are coming with lived or professional experience with thinking about equity and mobility. The hope is to bring people that represent groups that have been marginalized or are not as well represented in transportation planning work.

Mandy also reviewed ODOT's work with TransForm, a national leader in equitable pricing programs, to develop an equity strategy for the project. Also reviewed were project milestones and next steps.

In response to a question, Mandy clarified that the ODOT, Metro and City of Portland projects will inform each other throughout the process and will be complimentary in raising the level of understanding of what

pricing can do as a tool and what some of the considerations or trade offs are when you're thinking about where to implement pricing and how.

9. JPACT Updates – Councilor Shirley Craddick, METRO Information/Discussion

Councilor Craddick reminded members that the JPACT meeting will be on February 20th.

Also mentioned was the Housing bond measure to build 3900 units in housing for people at 60% and 30% of the average median income.

She mentioned that there is still a challenge out there to help people in the 30% of average median income with support services to help them stay in housing and that Metro has been asked to consider bringing a measure to voters to help raise funds for support services (not for the housing itself).

Discussion about bringing this measure to voters in May will be in Washington County, Clackamas County and in East Multnomah County. Metro Council will also be having a public hearing about this on Thursday.

10. Agency Updates

a. ODOT Update

None presented

b. TriMet Update

None presented

c. Port of Portland

None presented

d. Fairview

None presented

e. Gresham

None presented

f. Troutdale

Completed goals session including goal to strengthen relationships with other agencies.

g. Wood Village

None presented

h. Multnomah County

See Click Fix tool will be forwarded to members; new online tool to report road issues

Other Business – All

Meeting adjourned at 4:53 pm

Next Regular Meeting: March 16, 2020