

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

Port of Portland

Meeting Minutes

Monday, June 18, 2018, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway

Members

Lori Stegmann

Tim Clark

Phil Healy

Jerry Hinton

Ted Tosterud

Representing

Multnomah County

City of Wood Village

Port of Portland

City of Gresham

City of Fairview

EMCTC Staff

Katherine Kelly

Chris Strong

Jay Higgins

Nolan Young

Joanna Valencia

Jessica Berry

Nathan Clark

Jamie Snook

Eve Nilenders

Representing

City of Gresham

City of Gresham

City of Gresham

City of Fairview

Multnomah County

Multnomah County

Multnomah County

Metro

TriMet

Guests

Michael Mason

Shirley Craddick

Eliot Rose

Brian Monberg

Representing

ODOT

Metro

Metro

City of Gresham

- **Welcome and Introductions**

Chair Lori Stegmann called the meeting to order at 3:01 pm

- **Opportunity for Public Comment**

None

- **Review and Adoption of June 18, 2018 Meeting Minutes – All**

Action Item

Motion to approve by Councilor Jerry Hinton. Seconded by Mayor Ted Tosterud.

- **ODOT Value Pricing – Mike Mason, ODOT**

Mike Mason provided a status update on the ODOT Value Pricing feasibility analysis. He noted that by the end of this calendar year they expect to have concepts to advance to the state legislature, but that the process of determining if and when the concepts are feasible has not yet started. He noted that this is really still the beginning of the process. He noted that the main concept behind value pricing is to use tolls during that go up and down to manage congestion. The toll rate will go up during peak hours, other times the toll may be zero. The goal is to use the changing toll rate to use other modes. He noted that the goal of the system is to get vehicular traffic moving at 40-45 mph, that is the speed that federal highways will look at if the state pursues federal authorization. Councilor Hinton asked how the fee is charged. Is it all electronic? Mike Mason said yes, it is all electronic and there are various systems that could be used – different places do it differently. For example, there are apps, license plate photos, license plate chip, etc. He noted there are about 40 corridors in the country that use tolling to manage the system. He went on to explain the locations that ODOT and the committee are intending to advance to the Oregon Transportation Commission (OTC). The OTC will be the group that ultimately makes the recommendation to Federal Highway Administration. He noted that the Policy Committee vetted several options and will make the recommendation to the OCT. The Policy committee will meet a total of 6 times. They have met 5 times already and the final meeting (next week) will finalize the recommendations to the OTC. Recommendations include locations to pursue tolling as well as how to mitigate diversion and impacts on low-income communities.

The recommendations are the following:

- Initial Implementation on I-5 between NE Going Street/Alberta Street and SW Multnomah Boulevard
- Initial implementation on I-205 at the Abernathy Bridges
- Long term implementation on both I-5 and I-205 from the Columbia River to the where the two freeways meet south of Tualatin.

He noted that the OTC is required to provide a recommendation to the legislature by the end of 2018. He also noted that the Policy Advisory Committee's recommendation is a recommendation to the OTC and that the OTC will make the final recommendation. He noted this is the first milestone in a longer term process. More planning, analysis, mitigation, and public input will be required.

Mayor Tosterud asked if every vehicle would have to have a transponder. Mike Mason noted that some vehicles will not have transponders and that they would use license plate photo. Mayor Tosterud noted that it may get expensive to bill tourists and others without transponders and that they may not end up paying. He also asked how low income people would be able to afford the cost of a transponder in their car. Mike noted that different states have different programs. Some states have subsidies for low income residents.

Councilor Craddick asked what could be built that would help mitigate the problem with diversion. Mike noted there are various options. He noted some have raised the idea of more lightrail or other traffic calming on streets that traffic might divert onto. Councilor Craddick asked if the revenue generated could be used for transit. Mike noted that right now, the state requires the revenue be used for roadway infrastructure. He noted that would include bus stops or other built infrastructure. Transit service doesn't appear to be eligible now but perhaps could be down the line.

Commissioner Stegmann noted that the transit routes in east county are not sufficient enough to replace driving. The service in east county will need to be increased if the region wants low income people to use transit instead of driving to work.

Mayor Tim Clark noted that he thinks east county could benefit from having less congestion on I-205 even while not directly paying to use I-205.

- **Dockless Bikeshare** –Katherine Kelly and Jay Higgins, Gresham
Katherine gave an overview of what “shared systems” and what the region has been doing lately with regard to this new technology as it is coming online. She noted that shared systems are bikes and scooters that made available for short term use. They provide last mile connections and have the potential reduce congestion and free up parking. For payment, they are generally paid through an app associated with the scooter or bike, though some have stations where you can pay with credit card or cash. She noted there are two types of systems: docked (where there is a station, BikeTown in Portland is an example)or Dockless, which doesn't require a station. Bikes and scooters are generally parked within the right of way. With a docked system, the jurisdiction is responsible for providing some infrastructure. With dockless systems there is a lower cost to the local jurisdiction.

Katherine then outlined different ways that a City can work with a vendor for a shared system and the pros and cons of docked vs. dockless. She then introduced Eliot Rose from Metro who is working with partners around the region to draft an emerging technologies strategy as well as compiling policies related to the new service types. He noted that whichever jurisdiction embraces the new technology first will likely set the standard for how the systems operate in the region. He noted that Katherine and Jay have been very involved in the coordination as well. He also noted that shared systems will cross jurisdictional boundaries, so it will be good to work together. Katherine noted that if and when Gresham decides to roll out a project like this. She noted there is nothing in the City's code that prohibits these programs from rolling out in Gresham. What would happen if they did is that Code Enforcement staff would probably have to do a lot of work regarding bikes or scooters in the city right of way. She noted staff wants to make sure that the region develops some base standards. She noted that the City of Portland has a 4 month pilot program for dockless scooters and City staff will be watching it very closely to learn from any issues that are raised.

Councilor Hinton noted that the world is doing this and he's seen it in other locations, and is He asked if there are a lot of operators interested in doing it. Katherine noted that yes, there are several that are seeking the market in the region. She noted their revenue will come from ridership. Councilor Hinton shared concerns about the bikes getting out of hand similar to other locations he's heard about. Katherine said Lime Bikes hires full time staff so that they can have people come out and move the bikes or scooters as soon as they're notified if they're in the wrong location. Councilor Craddick asked if they're reaching out to Fairview, Troutdale, and Wood

Village as well. Katherine noted that the three cities were invited to a presentation by Lime Bike, but were unable to attend.

Councilor Craddick asked how to deal with people stealing the bikes or scooters. Katherine explained that Lime Bike has a way to set off an alarm on the vehicle if they see that people are keeping it in their house. Joanna asked if there are examples of jurisdictions having one contract with a service provider. Katherine noted that Lime Bike has been targeting college campuses. Nathan Clark noted that it would be nice to see something like this deployed in the Gorge. Joanna asked Mayor Clark and Nolan Young when they thought it would be appropriate to bring this conversation to the councils. Nolan Young said it would be appropriate to bring the item when we know more and when we have more of a sense of how to deploy it. He also suggested that we invite City staff to participate in the regional conversation so they are informed about what is going on as well.

- **Pleasant Valley Transportation System Plan (TSP) Refinement – Gresham staff**

Jay Higgins provided an update on the Pleasant Valley TSP refinement plan. He noted that Pleasant Valley is an area where part of it has been or will be annexed into Gresham and part of it is or will be annexed into Portland. He noted that the roads that pass through Pleasant Valley are affected by existing and future development in the surrounding areas (Happy Valley, Gresham, Portland). Roadway improvements in Pleasant Valley are important not just for Pleasant Valley residents but also for people traveling through. 172nd, Foster, 190th are all in this area. He noted that Jenne (174th) travels up to Powell Boulevard. He noted there is a planned connection that is included in the current Metro model that is between Se Foster Road and W Powell Boulevard running north/south along 174th. He noted this effort is looking at if/how the traffic can be accommodated by other means. The effort has been underway since late 2017 and has included public outreach. He noted that they're looking at 5 alternatives:

1. Alternative 1: upgrade Jenne to provide pedestrian/bicycle facilities. Downgrade Foster to a local roadway between SE Giese Road and SE Cheldelin Road, with off-set intersections at SE 172nd avenue.
2. Alternative 2: Develop SE 174th extension north of Giese Road. Downgrade Foster identified in planning documents – in current plan. New future segment of 174th and extension of Giese road. Foster becomes a local roadway between SE Giese Road and SE Cheldelin Road, with offset intersections at SE 172nd avenue
3. Improve SE Jenne Road, SE Foster Road and SE 172nd. Create a four way intersection of SE Jenne Road, SE Giese Road, SE 172nd avenue, and SE Foster road. Downgrade Foster to a local road between SE 187nd avenue and SE Cheldelin road
4. Improve SE Jenne road and SE Foster road. Offset the intersections of SE Jenne Road and SE Foster Road with SE Giese Road.
5. Alternative 5: Improve SE Jenne Road and SE Foster Road. T intersection at Giese Road and Foster Road

Councilor Craddick noted that the alternatives are sending all the traffic to Powell Boulevard. She said the intersection at 174th and Jenne is already impacted, and asked why not send people further east to 190th? She noted Jenne road is built on a cliff and both Powell and Division are already impacted. Jay noted that a lot of the flow is going west to Portland, in addition to going north. Gresham is having a discussion with Portland about the current and future cross section of Foster in Portland. Katherine Kelly noted that 190th is the primary north south connector. She noted that they're waiting for the results of the different alternatives to understand where the traffic flows with each alternative. Councilor Jerry Hinton asked about the public input. Jay noted that they did outreach in the spring. He said at that time they didn't present any alternatives. It

was really the brainstorming. He said they went to the Community advisory committee with the 5 alternatives. He said at that time the Community advisory committee wasn't ready to choose a preferred alternative because they wanted more information. The city will be coming back to the public and the advisory committees for more input in the fall.

- **JPACT Updates**– Councilor Shirley Craddick and Jamie Snook, Metro Councilor Craddick noted that TriMet will be presenting the transit budget and projects for FY 21-24. It is a requirement for the MTIP that the transit agencies do this. SMART presented at a previous meeting. Councilor Craddick noted that the MTIP amendments have to come to JPACT – this is new this year. She noted that the most significant item on the agenda is the Regional Transportation Plan. She said the item will be focusing on the different sections of the RTP and getting ready to roll out the Public Review Draft. Jamie noted that at this meeting there is no action required. She said they'll bring it back to TPAC and JPACT after the public outreach. Councilor Craddick noted there will be a presentation on the Burnside Bridge project. Jessica also noted that EMCTC will receive a presentation on the Burnside Bridge in July.
- **Project Updates, Staff**
 - **Division Transit and Development Project Update:** Open house in June. Jessica will send out a notice.
 - **Safe Routes to School Update:** Joanna noted we finished the May challenge. Councilor Craddick also attended an event at the elementary school. Joanna noted MaryJo will be working out outreach at SUN schools this summer and working with Rockwood schools this year.
 - **East Metro Connections Plan Implementation:** Joanna noted no updates
 - **ODOT Region1 ACT Update:** Next meeting is July 2nd
 - **Main Streets on Halsey/ Halsey Street Corridor:** Nolan noted that work is happening under the DLCD grant.
 - **RTP Update:** draft will be on agenda at JPACT
 - **Multnomah County CIPP:** no major updates
 - **ODOT Value Pricing:** agenda item
 - **Historic Highway Congestion and Transportation Safety Plan:** Commissioner Stegmann noted we have tools in the toolbox and in September the Project Leadership Team will be recommended. She noted the project team is looking at best practices around the country. There will be more PLT meetings and another round of public engagement.
 - **Pleasant Valley TSP refinement:** agenda item
 - **Columbia to Clackamas Corridor Plan:** Jay noted that all the paperwork is in to ODOT and that as soon as the grant is approved and we'll be able to start working
 - **Troutdale Town Center Plan update:** No updates
- **Other Business**

Commissioner Stegmann noted that the next meeting is July 16th, but that Joanna and Commissioner Stegmann will be unable to attend. Councilor Craddick asked if it made sense to postpone. Jessica noted that we have the Burnside Bridge project, Division Transit Project, Levee Ready, Transportation Bond Measure. Jessica noted we could keep it on the 16th for now and Jessica will determine if we need to meet in July or if the items can wait until August.
- **Next EMCTC Meeting:** July 16, 2018 or to be canceled.
Meeting adjourned at 4:47 pm