

## SWNI TRANSPORTATION COMMITTEE

April 20, 2010 Minutes: Joint meeting with Land Use Commitee

Chairs: Marianne Fitzgerald  
Arnold Creek: Michael Dexter  
Ashcreek: Roger Averbeck, Dean Smith  
Bridlemile: Greg Schifsky, Karen Tabata  
Collins View: Dixie and Dave Johnston  
Crestwood:  
Far SW: Charles Radosta  
Hayhurst:  
Hillsdale: Don Baack  
Homestead: Anton Vetterlein  
Maplewood:  
Markham: John Gibbon  
Marshall Park:  
Multnomah: Zach Horowitz  
S Burlingame: Sandy Morgan  
S Portland: Jim Gardner  
SWHRL: Nancy Seaton  
WPP: Jim McLaughlin  
Guests: Kurt Krueger, Christine Leon  
Staff: Leonard Gard

### **Minutes, agenda**

February TC minutes and March LUC minutes are approved. April agenda is approved with these changes: add SWHRL street vacation, add Bridlemile partition issue, and remove infill sidewalks on arterials. Marianne reports that PBOT is still working on infill sidewalk criteria, and there is no set deadline yet. April will be back to our committee in June or July. The Land Use Committee may break out into a separate meeting after the Portland Plan discussion.

### **Conversation with Kurt Krueger and Christine Leon**

Christine gives a short description of the organization of PBOT: Departments include 1) maintenance, 2) Office of the Director, which includes planning, 3) transportation management, including signals, etc., and 4) engineering and development.

Kurt notes that the very large land divisions are largely finished in Portland. Smaller infill projects are the dominant development now. Initially, when infill development started, there was less interest in doing frontage improvements. The question was when the best time is to do frontage improvements. The waiver of remonstrance system contemplated that frontage improvements would come in when 60 or so percent of properties had waivers. But the system is not working. Subsequent owners of properties don't know of the waivers on their properties, and have resisted local improvement districts. The cost is high. The Texas St LID had a big subsidy from BES and was still expensive for property owners.

PBOT is considering instituting a program similar one now in Gresham and will run the proposal by its infill committee in the near future. Gresham is giving developers an option to either do frontage improvements at time of house construction or paying 110% of frontage improvement costs into a fund. The 110% figure includes all costs: actual construction, engineering, and permitting. The downside is that inflation will erode the value of the fund. City attorneys have so far not allowed this option to move forward. Wording has to be crafted to earmark the money from a developer to the specific project. Don reports this idea was considered years ago but that they were told state law prohibited it. Kurt says attorneys now say it's OK if the money is tied to the land for which it was given. Zach urges that we proceed with frontage improvements now and suggests waiver of permit fees and stormwater requirements.

Christine notes that PBOT is wrestling with interim or alternative standards for sidewalks. Christine reports that Title 17 has for years generally required frontage improvements, but there is an exception that allows a waiver of remonstrance if construction is not feasible. That exception over the years was interpreted in a way to be so big that it eclipsed the general requirement.

PBOT now has a policy to not allow waivers on arterial streets. To get a waiver, the developer will have to appeal. PBOT began posting its decisions at <http://www.portlandonline.com/transportation/index.cfm?c=36166> under "arterial street improvement requirements" (note: of the four infill development projects within SWNI between 10/1/09 and 2/4/10, two were not required to construct sidewalks on arterials). Don asks for direct notification. Christine asks that we funnel suggestions to her.

Christine reports that the city is re-organizing its public works permitting section. There'll be more cooperation among the Water Bureau, PBOT, and BES. The office will be in the 1900 Building. In the past, BDS did the onsite stormwater inspections. BES will start doing that now though the permit will still come from BDS.

The city is also re-organizing its development appeal process found in PCC 17.06. Under the new process;

1. There will be a public works appeal panel with five members, including a DRAC (Development Review Advisory Committee) member.
2. Then a further appeal can be made to a Board of Appeal made up of chief engineers from Water, BES, and PBOT.

They are still working on administrative rules for this new process. They have already made a presentation at Citywide Land Use, and if we want they can report back to us in the fall.

Regarding appeals, there are two locations on the web: 1) On portlandonline, click on as the government tab and then on public works, and 2) PBOT website.

### **Portland Plan**

Marianne: The most recent curbsider has information with a questionnaire. The background reports are finished. The planning is now turning to performance measures. The question is how we will measure success.

John Gibbon: East Portland will probably need special consideration. Under urban form, it's still possible SW Portland will have different development standards. Roger reports that he has been to two technical meetings and he thinks goals in SW Portland are not achievable.

### **Elevator St ROW vacation**

Nancy reports that a developer has asked the city to vacate the middle section of the Elevator St ROW between Sheffield and Buckingham. SWHRL is opposed. Kathryn Levine of PBOT also opposes. Nancy asks that SWNI support SWHRL.

Don notes that there is a stairway on the lower section of the Elevator St ROW, from Broadway Drive up to Sheffield, and that a stairway is feasible for the entire length, and that alternate routes are less safe. Jim Gardner agrees, noting that it'd be suicide for pedestrians to try to use Broadway Dr. He says many use the existing stairway. The public should also pay attention to an adjustment request to allow the developer to have a zero setback and build to the ROW boundary. That could discourage use of the ROW. **Motion is approved unanimously to support SWHRL.**

### **Bridlemile adult foster care facility**

Karen Tabata reports that at the Bridlemile meeting this month the people proposing a partition gave a presentation. On one half of the site they are operating an adult foster care home (AFCH), and neighbors are concerned they will operate a second AFCH on the other half of the site. The same people already did a three-lot partition at another site and still have another site. The code allows AFCH's in single-family residential zones. Karen believes it was not the intent of the code to allow many AFCH's in a single neighborhood. Karen says Bridlemile wants a change in the code that allows AFCH's in single-family residential zones but limits the accumulation of such facilities in neighborhoods. **Motion is approved unanimously that we ask City Council to support a legislative change to that effect and send a letter to the legislature.** Committee recommends working with both city staff and the legislature.

### **Land use matters**

John Gibbon decides the LUC does not need to break out into a separate meeting. There are no LUC neighborhood reports. John reports that there will be no LUC meeting in May. Our regular meeting date conflicts with the Portland Plan meeting at Jackson MS.

### **Regional Transportation Plan**

Marianne gives an update on the RTP. She thinks another letter from us is not needed. Metro is getting more aggressive on the climate action plan. We should push the idea that better infrastructure of bicyclists and pedestrians will help meet goals of the climate action plan. Metro may want to fund an east side mobility corridor. But the Portland Plan will support Barbur as a mobility corridor.

Roger notes he has studied the Regional Transportation Functional Plan. It gives direction to local jurisdictions on implementation of the RTP. But Roger thinks it is a little weak, for example, using "may" instead of "shall."

Marianne reports that TriMet is still tweaking its route changes.

### **Neighborhood reports**

Anton: Homestead is working on a plan for a meter revenue sharing district that will generate money for transportation improvements. It will not cover all costs, though, and LIDs will have to be formed to bring in more money. The proposal goes to City Council on May 5. Under the proposal, OHSU will get 25% of revenues and Homestead 75%.

Michael: Arnold Creek needs more deer crossing signs. Don suggests calling 823-SAFE. There has been another accident at the Boones Ferry/Stephenson intersection.

Roger: In Ashcreek, sidewalk infill is on hold. For SWNI, he recently did a presentation on SW pedestrian challenges and opportunities. It may soon be on the SWNI website.

Jim Gardner: The Gibbs pedestrian bridge has been redesigned. The redesign was well received at a recent Design Commission hearing. It utilizes a simpler box beam design. The CAC meets on April 28. It looks like it can be built within the budget.

Sandy: South Burlingame is looking forward to infill sidewalk work that is supposed to start in April.

Don: Hillsdale will utilize a process to identify sidewalks they want. They hope to have a drinking fountain soon at Stephens Creek Park. The NA approved a motion to reconsider an earlier approved motion regarding the new Cheltenham island. Trails will try to come up with a procedure to help resolve differences between neighborhoods an bike and pedestrian issues.

Jim M: 1) He and others are conducting a second West Portland Crossroads tour on April 23 in the afternoon. There was interest from PBOT in having a second tour. 2) Amanda Fritz and Dan Saltzman attended a "meet the candidate" event that WPPNA sponsored at Baristadores, a coffee place at SW Capitol and SW Pomona.

John Gibbon: Markham has lots of bad, unimproved streets. The city is working with some 70 homeowners, 60 which may be interested in street improvements that would create a "community" street. But the cost still came in too high: about \$65,000 per lot.

Marianne: Multnomah, Hillsdale, and Hayhurst had a meeting regarding the Vermont bike boulevard. There were lots of different opinions.

End of meeting