

Minutes of the Crestwood Neighborhood Association
October 11, 2006
West Portland United Methodist Church

6 people attended: Nick Popenuk and Robert Liberty—Metro, Kris Broughton—CASH, Leslie Baird, Brenda Jamsgard, Wes McMullen, Darien Reece—Crestwood.

Meeting was called to order ~ 7:10 and minutes were approved.

Kris Broughton from the year-old CASH organization gave info about services provided and volunteer opportunities to help prepare tax returns for low income households. 33million/year not is not refunded in the PDX metro area (25% of those eligible don't get a refund because they don't file.) The average refund is about \$1400. They operate various sites in the area from February 1 through April 15. Their website is www.cashoregon.org cashoregon@gmail.com and phone is 503-288-5528. They also need help with outreach, so we suggested they contact Markham, Multnomah Art Center and SWNI.

Minutes were read and approved with amendments.

Treasurer's report : \$133.41 in Crestwood account, \$16,309.12 in Dickinson Playground account.

Dickinson Park Playground--Darien reported that Fred Leeson saw our September appearance at Council and is doing an article for the October 19th edition of the Oregonian. Darien is setting up a meeting with Kurt and Monica Krueger and Craig Coons Thurs 19th at 7pm at Darien's house to discuss grading plan and landscape design. Wes will have SWNI print a total of 100 flyers about the Sweet Tomatoes Funraiser and we will distribute to households within a radius of the park the first weekend in November.

Dickinson Park Stewards—Brenda reports for Tony that the BES contractors have brought out the big invasives like Hawthorne and piled in field. When dry, they will chip. They will come back to spray contingent on rain schedule. Tony canceled last Sunday's work party since no one showed up. Will revert to 2nd Saturdays after soccer season. He is getting discouraged and looking for ways to get people to turn out.

SWNI board--Wes reported that the Fall cleanup will be held Nov 4 at West Hills Christian Center and will include yard debris, bulky waste, and electronics. He reiterates that we really need representatives on the SWNI Transportation, Land Use, Crime Prevention and Schools committees. Brenda will go to the next school meeting if not on a Tuesday. Darien is going to Parks committee when she can.

Robert Liberty from Metro joined us after another evening meeting. He showed us the boundaries of District 6--the smallest metro district and includes the City of Portland--on the map. He also described the various functions and accomplishments of Metro. The regional recycling target is 62%. Metro also manages some Multnomah county parks

and does disaster and water resources planning. Their regional land use and transportation planning includes the Urban Growth Boundary (UGB) and distribution of federal transportation money including ped and bike trails.

They are entering a new cycle to amend the UGB. The 12-yr old plan has given priority to central city, town centers and regional centers (incl Vancouver WA), light rail stops and corridors like Barbur, Capitol Hwy. Reinvest in housing and mixed use in these areas. (They) don't see from a regional perspective needing to increase density in single family neighborhoods. He gave some examples like the estimated cost vs. time savings of widening 217 to 3 lanes each way. He feels the transportation and land use goals (have not been) in sync. Is the new cycle an opportunity to change this?

Robert asked about current sentiment about the West Portland Town Center. Some of us have been active in the neighborhood and remember the original ideas that the town center would help resolve the issues around the Capitol/Barbur/I-5 area. And we also remember the controversy over the town center during the SW Community plan, when some neighbors did not want the density in their area that they felt a town center would bring.

Brenda asked for a definition of a town center. He described it as a "little downtown". Brenda said many of us think of Multnomah as ours and Darien added it would be even better if Capitol Hwy was passable to walk. Metro did not ID current location as town center. Metro has a modest 3 mil/year for planning. Usually use for private development. Now Metro asking if there is local interest. Are there too many centers? Is it a different approach like a linear solution like the Barbur corridor concept? Some money (will be available) for pilot for corridor development: 60mil over two years for 4-yr projects. It will be flexible including planning and design of walkways/ped access. The City of Portland has nominated projects to compete on Metro site, which will be posted by Friday the 13th. Metro looking for proposed projects for next two year cycle ranging from 100K to 4mil.

Leslie brought up her concerns about the recent repaving of Taylors Ferry and confusion about the effectiveness of the widened area for ped and bike use. Wes gave Robert a copy of the TF vision plan. Robert suggested alternative designs to get ped access without traditional street/sidewalk standards (which we are already aware of) He said pedestrian needs would need to be aggregated to go for a big proposal.

Wes and Leslie also brought up our concerns about how WA county development plans could impact Taylors Ferry Road, and our frustration that City of Portland does not want to engage WA County in discussion. Robert suggested doing a neighborhood walkthrough with neighbors and Carl Hosticka and Brian Newman from adjoining Metro districts. We should set it for a weekend in winter or weeknight in spring.

Talked briefly about Metro green grants—not all of the details are worked out. There will be 50 mil. Projects will require a 2-1 match including volunteer time and donated materials. The improvement would need to be owned by the public or on public land,

including easements. Examples included: water quality, wildlife, natural areas, green part of green streets like bio-swales, acquiring small natural areas, stream restoration, removing invasives. They haven't answered all questions yet for neighborhood parks. Grants can be modest and (applicants) get bonus points for lower income neighborhoods. They may even partner with developers. He asks that we send questions/details about proposed projects for advice and to give them fodder for discussion.

He will help initiate a conversation about the TF situation.

He mentioned that Barbur is still identified as a light rail route and has the advantage of not needing bridges. He explained the difference between light rail and street cars related to frequency and speed: streetcars are lower frequency, lower speed, lower capacity and less expensive.

Meeting adjourned at 9:04pm.

Respectfully submitted,

Darien Reece
Secretary