

January 26, 2010 Minutes

Chairs: John Gibbon, Marianne Fitzgerald
Arnold Creek: Michael Dexter
Ashcreek: Roger Averbek
Bridlemile:
Collins View:
Crestwood:
Far SW:
Hayhurst:
Hillsdale: Glenn Bridger, Don Baack, Wes Risher
Homestead:
Maplewood: Vern Krist
Markham:
Marshall Park:
Multnomah: Kay
S Burlingame: Sandy Morgan
S Portland: Jim Gardner
SWHRL:
WPP: Jim McLaughlin
Guests: Courtney Duke, Joan Frederiksen

Agenda

December minutes approved with correction that Michael Dexter represents Arnold Creek. January agenda approved with addition of Terwilliger Blvd.

Conversation with Courtney Duke on RTP

Courtney is a PBOT transportation planner for policy. She works with BPS, Metro, and PBOT system planning. Metro Council approved an updated RTP on December 09. Mayor Adams, arguing that the RTP did not sufficiently address climate change, voted no. A formal Metro adoption of the RTP is expected on June 30, 2010, and Metro is now looking at changes to its functional plan so that it will conform with the new RTP, and will begin working with ODOT and DLCD on air quality analyses.

PBOT has submitted its list of RTP projects to Metro along with comment on RTP policies. Some of the projects are on the financially constrained list and some are on the state list (more of a wish list).

Courtney is on various working groups at Metro. Her boss Paul Smith is a member of TPACT. She's his alternate on TPACT. She's not sure of the mayor's thinking, other than that he thinks the language in the Climate Action Plan is more progressive than the language in the RTP. Climate action language could also be incorporated in the TSP, which will be revised in a process beginning in spring 2011. PBOT is looking now at which elements of the TSP to address. Metro is starting its own climate action work program—a three or four year project.

Glenn argues for more sidewalks.

Jim G asks whether all the RTP projects will be evaluated for air quality friendliness through the Metro climate action work program. Portland, judging itself, found that its own projects meet state policy. Jim G asks whether a project, not on the financially constrained list, but of high value for air quality, can be added to that list. Courtney answers yes, that by motion at JPACT, a project can be elevated to the financially constrained list.

Wes says it is premature to do air quality analyses because federal ozone standards are about to change. Marianne says Metro will take a “snapshot” of air quality value of all projects, and that value will be compared against current federal standards. If the feds adopt new standards, those new standards will apply to the next RTP.

Conversation with Courtney Duke and Joan Frederiksen on the Portland Plan

Courtney: She is on PBOT’s Portland Plan staff. The Plan’s direction changed when it was recently re-launched. It’s more of a strategic plan now, not just the periodic review process for the comprehensive plan. She is involved in the Portland but is not waiting on it as she does RTP work. She did participate in the public workshops and led table discussions. They are now doing internal work until the next round of public meetings. She’s the lead on the transportation/technology action area. She’s also on the Portland Plan Advisory Group. She has also looked for direction from language in PDXVision. PBOT wants feedback on LOS and “green” issues.

Glenn: We need minimum levels of service in the neighborhoods. Every arterial should have sidewalks. We should reach minimum LOS city-wide before we improve some street to above minimum LOS.

Roger notes that the Southwest Portland data sheet from the Portland Plan mixes SWNI only data with data for both SWNI and northwest Portland. Joan reports that there will soon be revised data sheet that corrects that.

Courtney notes that there is not a separate transportation action area in the Portland Plan, the instead transportation issues were purposely mixed with urban form issues. But there will be a separate transportation infrastructure map. Courtney and committee members agree that the Walkscore calculation for a 20- minute n-hood is defective: it fails to take into account things like signalization, topography, and barriers like freeways.

Wes asks how we can get baselines and performance measures for sidewalks, so we can look at budgets and tell whether performance measures are being met. We don’t want a different LOS here. Discussion takes place regarding issues of LOS and socio-economic equity.

Roger reports he has looked at infrastructure reports, and that we should be also considering the pedestrian master plan, especially its design guidelines.

Barbur Boulevard planning

Marianne: The next HCT corridor will be 99W (Barbur and Pacific Hwy). So a corridor study is needed and it's expensive to do. So Portland is seeking a grant from Metro, and the grant process is competitive.

Joan: Metro is doing a refinement plan for Barbur that will focus on transportation modes. BPS wants to do its corridor plan (concept plan) at the same time Metro does its refinement. The BPS concept plan will have more of a land use focus and specifically will focus on HCT station planning. BPS want the two planning processes to be coordinated and to share data. Information will also be shared with the neighborhoods. It's a 26-month process starting about July 1, if they get the grant. They will use a modeling program called Envision to help them identify HCT station locations.

The BPS planning will end in a concept plan for station locations. An important component will be watershed protection. The product will be three-fold:

1. Identification of possible HCT stations and placemaking opportunities.
2. A vision for Barbur.
3. A watershed evaluation.

The purpose is not to choose a preferred type of HCT. Metro is doing projects: the refinement plan mentioned above and an alternatives analysis on types of HCT. Joan hopes the three planning projects (BPS concept plan, refinement plan, and alternatives analysis) will be seamless to the public.

Motion is approved to send a letter to Metro supporting BPS's grant application with wording in accordance with consensus formed in discussion.

Bicycle Plan update

Roger and Marianne distribute a draft letter to City Council supporting the 2030 Bicycle Master Plan.

Roger: In fall of 2009 this committee approved a SWNI letter supporting the bicycle plan and taking positions on issues. Now the bicycle plan is going to City Council for a hearing on February 4.

PBOT did incorporate some of our recommendations, such as the interim improvements in project key 8331. PBOT dropped the Tier 1, 2, and 3 categories of projects and instead has two categories: 1) immediate and 80 percent strategies that serve 80% of riders, and 2) world-class strategies.

There is a socio-economic factor but we don't want to be pitting one neighborhood against another. But we do want to point out that in SW Portland we don't even reach

minimum LOS. Note: the map of the bike transportation system should show Tryon Creek Nature Area. The purpose of our letter is to endorse what has been included in the plan but we can also add what anything we want.

Motion is approved with one abstention to support the letter with changes as discussed.

Neighborhood reports

Don: At the Rasmussen Village site on Barbur, Ron Kroop of ODOT is suggesting a pedestrian-activated beacon light that will stop cars and allow pedestrians to cross Barbur. On Terwilliger (Capitol Hwy to Nebraska) the Water Bureau has not talked to the neighborhood about a major closing of that segment to pedestrians. The closure could be one month to one year. The Water Bureau has major pipe work to do.

Marianne is on the PBOT budget advisory committee. The budget is moving forward. A document will be released on February 1, and City Council will hold a hearing on March 30.

Sandy: There will be transportation safety meeting on February 16 at the White Stag building.

Roger: WPC had a good meeting with the Metro. Metro is giving WPC and opportunity to help with policy adjustments on pedestrian issues.

Don: BES will host a tour tomorrow of ditch to swale sites.

End of meeting