

SWNI TRANSPORTATION COMMITTEE

May 17, 2010 Minutes

Chairs: Marianne Fitzgerald

Arnold Creek: Michael Dexter

Ashcreek: Roger Averbek

Bridlemile: Greg Schifsky

Collins View:

Crestwood:

Far SW:

Hayhurst:

Hillsdale: Don Baack

Homestead:

Maplewood: Alexander Ben-Israel

Markham: John Gibbon

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan

S Portland: Jim Gardner

SWHRL: Andrew Holtz

WPP: Jim McLaughlin

Guests: Metro Councilor Carlotta Collette, Tony Mendoza and Cliff Higgins of Metro, Patrick Sweeney of PBOT, Keith Lydon of Bicycle Advisory Committee

Staff: Leonard Gard

Minutes, agenda

April TC minutes and May agenda approved.

Conversation with Carlotta Collette, Tony Mendoza, and Cliff Higgins on Lake Oswego/Portland Transit Project and Barbur corridor planning

Carlotta introduces Metro staff. She sees the upcoming Barbur corridor studies and the LO/Portland transit project as major issues facing us in SW Portland. Cliff distributes fact sheets on both issues.

Re the LO/Portland transit project: This summer Metro will release its draft EIS on this project. There are three options: streetcar, enhanced bus, and no-build. No-build does include routine upgrades. Transit and trail studies at first were being done together. The trails report is now separate, is not in the DEIS, and will be published shortly. For trail funding, they're looking at ways to leverage related other projects, like the new Sellwood Bridge, South Waterfront development, and the LO/Portland transit project. Two committees are coordinating.

Streetcar service south of the South Waterfront district will be different from the Portland Streetcar service. The LO/Portland services will be or largely will be in its own ROW and will have fewer stops because it will primarily serve commuters.

Enhanced bus service would follow the TriMet 35 route to South Waterfront and then into NW Portland following the current streetcar route.

Alexander questions about the south terminus at Albertson's. Many people will want to continue south to Marylhurst. Cliff notes that they have considered that and did visit Marylhurst. But the directive they got for this project was to stop at LO. The 35 bus will still go to Oregon City. Carlotta notes that alignments south of Albertson's are more complicated. But in the future there could be phases continuing south on Hwy 43 or creating an east/west connection to Stafford. There's an existing ROW along Oswego Lake that could possibly be used for an east/west connection.

Cliff reports that public agencies purchased the Willamette Shoreline ROW from a railroad company. But the legal issues are complex. The ROW passes lots of different properties and there are different agreements with different properties. ROW issues are still not settled. The public agencies have kept the Willamette Shoreline trolley running in order to keep the ROW alive.

LO is planning lots of density between the river and State St. They can go up to seven stories without breaking the sight line for properties west of State St. For enhanced bus, Metro anticipates a park & ride in the Foothills area. For streetcar, Metro anticipates park & ride in both the Foothills area and at Albertson's. Design options A, C, and E are dependent on other projects, like South Waterfront, a new Sellwood Bridge, and the Foothills development.

Discussion takes place about options to take the streetcar out of the Willamette Shoreline ROW in the Johns Landing area and instead let it run in Macadam. Jim G reports the South Portland NA supports that option. The NA argues that it would help trigger development on Macadam and would be more accessible to the majority of people in the n-hood. Also, some condo developments are objecting to the streetcar. Although the route through the condos is shorter, the speed would have to be slower. Carlotta notes that one condo and two houses in Dunthorpe are very close to the ROW.

Roger hopes that this project will consider the bike and ped modes. Mariannes notes that the Portland streetcar may cross the new Sellwood Bridge, and that the city gave money for the project on the condition that the new bridge be streetcar-ready. Jim M notes that the current trolley is on a single track. Cliff says that almost the whole ROW is wide enough for double tracks.

Re Barbur corridor planning: Tony reports that there are a lot of land use issues in the Barbur corridor that need to be discussed. The city will lead that land use discussion. Metro will take the lead on transportation issues--studying modes and intra-city movement of goods. But ultimately transportation must serve land use, because land use is about where people are.

Patrick notes that land use planning in the past has taken into consideration HCT. The Albina Plan, for example, did so. And TODs are now starting to flesh out the corridors there. They are looking at similar planning for Barbur. Corridor options are few: Hwy 43, Barbur, and I-5 for example. So in the planning process, PBOT wants to work with the community on how the

corridors should best grow and where development makes the most sense: maybe a string of nodes with flexibility in size, design, and form. Some larger nodes could be HCT stations. The whole length of corridors should be coordinated. Funding for planning is only about halfway there; PBOT is still looking for sources of additional funding. PBOT needs to get good information out to the public early on so the public is on an equal level with PBOT in discussions.

Don notes that we're losing bus service, and people feel disenfranchised now. Keith raises questions about the relationship between the corridor planning and the Portland Plan. Patrick says that planning often starts with a look at the Metro 2040 map. The corridor planning and the Portland Plan planning will have a symbiotic relationship, influencing each other. Patrick notes that the term "corridor planning" is somewhat of a misnomer. The corridor is more like a wedge with its point going to the Central City. Marianne says that the problem with high capacity bus service is that (without a dedicated lane) the buses get stuck in traffic. She also notes that freeway interchanges in SW Portland are a big issue. Freeway exits dump out onto smaller collectors like Taylors Ferry Road. The exit onto Barbur is an exception but that interchange gets very heavy use. Marianne proposes 1) that Carlotta take a Barbur Crossroads tour, and 2) that the committee invite the Coalition for a Livable Future to a future committee meeting.

Committee Action Plan

Marianne reviews with the committee a revised action plan. See changes to the plan in red. We will add back the language regarding snow removal and add Scholls Ferry Rd and STIP to the section on MTIP. Motion is made by Kay and seconded by Jim M, and **motion is approved unanimously** to adopt the action plan with the red changes and the additions mentioned above.

Infill sidewalks

Marianne reports: April Bertelson's April email is still the latest on criteria for prioritizing projects. Some neighborhoods have submitted their own criteria. We need to tell the city what we want re criteria. The Pedestrian Advisory Committee will also review criteria. So far we have these criteria that lift a project's priority: presence of trip attractors, presence of transit, the project will close a gap in the sidewalk infrastructure, and the lack of high-cost engineering (retaining walls, cantilevers, etc.)

Discussion takes place whether our letter to PBOT on criteria should also take a position on whether nearby homeowners should be asked to pay a share of the cost. There is vagueness in April's reference to "other funds." Does this mean money from other bureaus, or from homeowners? At least one committee member expresses concern about asking homeowners to help pay, especially over 10% of the cost. Wes Risher is described as supporting idea of having homeowners paying some share. Don thinks it's reasonable to ask homeowners to pay part of the cost if the project would increase their property value. Discussion does not end in resolution of this issue. We will get back to April noting that this is a challenge, and that we're trying to work out something fair.

Neighborhood reports and announcements

Roger gives an update on the alternative routes to be used during construction on Multnomah Blvd.

On May 25 there will be an open house at Montclair Elementary School on the Oleson/Scholls Ferry Rd intersection.

End of meeting