

**SWNI Transportation Committee Meeting
February 17, 2016**

Chair: Roger Averbeck
Arnold Creek:
Ashcreek: Marianne Fitzgerald
Bridlemile: David Martin
Collins View: Prakash Joshi
Crestwood:
Far SW: Wes McMullen
Hayhurst:
Hillsdale: Eric Wilhelm
Hillsdale B&P Assoc.: Don Baack
Homestead: Milt Jones
Maplewood:
Markham: Jeff Monaghan
Marshall Park:
Multnomah:
S Burlingame: Scott Richman
S Portland: Jim Gardner
SWHRL:
WPP: Britta Herwig
Guests:
Visitors:
Staff: Leonard Gard

Note: Look to next month's minutes for any corrections or changes to these minutes.

Introductions, minutes, agenda

Introductions are done. January minutes are approved with abstentions by Milt Jones, Jim Gardner, and Scott Richman. February agenda is approved.

New business: Proposed motions on non-agenda items

Erik is disappointed that there will be no Sunday Parkway event in SW Portland. Marianne says that the hilly terrain in SW Portland is a problem. PBOT wants to hold the events on flatter terrain. Don recommends we push for what we want next year. Marianne says that as an alternative a bike ride could be added to the Multnomah Days event. Don and Marianne note there are some flat roadways in SW Portland, e.g. Multnomah Blvd, Terwilliger Blvd, and in South Portland. Scott notes it would be good to have help from the Hillsdale and Multnomah business associations. Eric moves and Marianne seconds the following motion that is unanimously approved:

SWNI would like to PBOT to join us to find a way to host a Sunday Parkways event in 2017 in southwest, including a flat stretch of Multnomah Blvd, Terwilliger, South Waterfront, or other accessible route.

Roger announces sad news that a pedestrian was recently struck by a car on Taylors Ferry Rd between Macadam and Boones Ferry Rd. It's a segment of TFR without a sidewalk.

Chair and vice-chair reports:

Monday, May 9 is the new date for the next SWCP Steering Committee meeting. The meeting with Steve Novick has been re-scheduled to April 25, and that is dependent on him getting staff recommendations before that date. Our committee will meet before then, on April 18. Don has heard that BRT is effectively off the table now. Don is concerned about the system; Metro is still not making fundamental decisions.

Marianne reports she got an email from PBOT staff regarding a new intergovernmental agreement (IGA) between the City of Portland and Metro on the SW Corridor Plan, and that the only change was regarding a transfer of money. It goes to City Council on March 2 at 2 pm and she'll testify. She is concerned by the changes, and questions what the real intent is. She put the current IGA and proposed IGA side by side. She is concerned about the number of changes. We don't have any explanation as to why the changes are being made. The most recent document, the mode comparison, has been updated; it favors light rail.

The COP/Metro agreement has three components: 1) the ordinance, 2) the IGA, and 3) an impact statement that includes a purpose statement, budget, and community impact/involvement section. The previous IGA has been gutted; the new language alarms her. In the ordinance there are some new objectives regarding fast and reliable HCT, vibrant stations, new range of housing options, access to key places, interconnecting neighborhoods, opportunities for employment, and making Barbur a people-friendly street. It sounds good but why is the language there? She is suspicious.

Jim notes that the language has code words that are not fleshed out, and could be interpreted in different ways. Prakash supports a plan for people who are already here. Marianne is also concerned about certain deletions in the IGA, e.g., deletion of adopted local land use visions as a basis for planning, including the Barbur Streetscape Plan. There is no commitment to future funding. The current IGA language outlines funding but this new version back pedals on that. It appears to be a blank check that backs away from the current IGA's statement of how much COP pays. They also deleted a promise to do a progress report.

Don says the state gives us some rights. We can go to the legislature. The city has lost our trust, so we're suspicious. Milt says they choose the constituencies they support. Marianne asks whether we support spending additional money for planning. Britta says there is not enough information to take a position. Roger says it's still a week before the SWNI Board meets—so she can learn more by then. City Council meets on March 2.

Britta notes some of the good language in the IGA and questions why we should be so suspicious of hidden agendas. Jim and Don propose language to include in a motion.

Marianne makes the following motion and Don Baack seconds. The motion is approved unanimously:

Move to tentatively accept Marianne's 2/17 motion as "direction," learn more, and work with subcommittee to prepare more specific language after learn why they proposed changes. "Must haves" include:

- 1) Progress reports**
- 2) Commitment to local land use vision with reference to Barbur Concept**
- 3) SWNI and NA and community organizations must be included in public community involvement and responded to.**
- 4) Multi-modal access to HCT shall not be limited to projects in shared investment strategy and currently adopted plans.**

Roger reports on the draft ODOT bicycle and pedestrian plan. The draft is out now. There will be a series of open houses. The main concern Roger has heard is that the plan backs away from bringing urban arterials up to having full standards for bicycle and pedestrian facilities and allows alternate routes. It's not on par with the state's freight plan, which is very detailed. He encourages us as individuals to make comment.

Roger reports on the proposed redevelopment of the Golden Touch restaurant property. The developers have filed a Type II proposal for adjustments to increase the maximum allowed building height from 45 feet to 101 feet, to increase the maximum allowed building coverage, and to decrease the required landscaped area. The development will have 41,000 square feet of commercial space, 223 apartments, and more than 400 parking spaces. It doubles the standard height limit.

Kittelson has produced a study with recommendations. Because of a bureaucratic error, the deadline for public comment has been extended to March 10. Roger questions how the extra traffic will be managed and how the project will fit with the Barbur Streetscape Plan. A traffic impact analysis needs to be done to address changes in signaling, etc. He asks whether we should be engage in this. Jeff says yes—that it has a significant impact. There's not a lot of time to engage.

Marianne makes the following motion and Erik Wilhelm seconds. The motion is approved unanimously:

SWNI is concerned about traffic safety and recommends PBOT further study impacts on active transportation in the area, including Barbur, Spring Garden, SW 19th and SW Capitol Hill Rd. SWNI requests the applicant construct a bike lane on SW 19th and buffered bike lane on SW Barbur.

Marianne discusses Bike Share and the bike and pedestrian plans. They primarily serve only central and east Portland. There are details on the bike maps. There is language about street design that neighborhoods should be aware of. It's unclear how performance measures will be measured; there are no baselines. The Barbur Concept Plan and other plans are not there. One idea is a Barbur overcrossing study for South Burlingame. Neighborhoods should look at section 13 and make sure their plans are there. The PSC hearing is on March 8 and the final deadline for comment is March 22. Discussion takes place on pros and cons of Bike Share. There is an issue of bike fares. And there are examples of bike parking in places where biking is illegal. An infrastructure charge is not on any upcoming agenda. A discussion is needed on the merits of such a charge. Discussion takes place on merits and demerits of the local transportation improvement charge.

Neighborhood Reports

Eric: In Hillsdale, there was a land use notice for a building at Bertha and Capitol Hill Rd. Multnomah NA has expressed some concerns, including traffic concerns. Re-development of the Golden Touch property would mean apartments at both ends of Capitol Hill Rd. That could be a burden on the bikeway there. There are no bike lanes or sidewalks.

Milt: A 600-space parking lot that was being planned at the VA Hospital will not be funded. for siting on Marquam Hill. It was a concern for Terwilliger Parkway. Lots of development is being planned. They are tracking three possible apartment projects that could be a traffic issue. Issues will be covered in the next issue of the SWNI paper. Lots of development on the hill is planned.

Don: SW Trails is doing two trails in Albert Kelly Park. When a stream in the park is day-lighted, a bridge or culvert will be constructed that will connect with the trail.

Jim: There is a proposal for a street vacation. There is an odd triangle of vacant land at the foot of Broadway Dr. The western half of the triangle is owned by PBOT. The Parks Bureau owns the eastern half. The proposal is to vacate the PBOT portion so the whole triangle is owned by Parks. The triangle will then be available for the new location of the circa 1880's Morris House, which is now hemmed in on SW 12th. The proposal is to refurbish the Morris House and then move it to the triangle site but costs may stop the move. South Portland NA has heard that the idea of expanding parking at Duniway Park has been dropped. PBOT would have required expensive improvements.

Jim is asked about the potential crossing of Naito at Whitaker Street. They were told six months ago the design was done and money was on hand. But they just learned that nothing more has been done. Looks like they have 90% drawings but need approval from ODOT. Don thinks construction may happen in April or May or sometime next year. Roger reports he got a list of PBOT construction projects to take place in 2016 and Whitaker is not listed. Some design projects are on the list.

Prakash: Collins View got a traffic demand review with Lewis & Clark College. Parking spaces have increased. A review is going on now. L&C calls itself environmentally friendly. Lewis & Clark has asked TriMet for better bus services. But L&C has its own bus system, which reduces the demand for TriMet buses. The 38 line is their concern. The line ends too early in the day. He hopes to get three the impacted neighborhoods together soon to discuss it.

David: BES has begun work on the ditch to swale project on Hamilton St, but a one-block segment will not be done. Doing the segment is important because it leads from Bridlemile School to a bus stop. Milt suggests arguing for improving the one block segment as a “field change.”

Jeff: They did get a response from PBOT regarding the project to do paving and stormwater improvements on 19th. But they haven’t seen updated plans.

Scott: They haven’t recently heard from the Macadam Ridge developer. People in the east part of the neighborhood are complaining about a PBOT sign that prohibits a right turn on a red light from Troy to Terwiliger at 6th. As a bicyclist, he sees it as a safety improvement. But it does queue up traffic.

Marianne: SWNI will hold a candidate forum on March 29. Transportation and affordable housing/homelessness will be issues. We can submit questions we would the candidates to address.

Roger: The project at SW 45th between Vermont to California is moving ahead.

Don: A big housing project is being proposed at the north end of SWHRL next to the I-405 ROW. He wants preservation of the existing bike/pedestrian trail there. There is a historic trail at I-5, but the ROW was somehow lost and the stairs connecting to the tunnel have been pulled out. It was a key connection with beautiful views.

Roger: Ryan Fedie is the new SWHRL representative to the committee. Jan Weston passed away. A memorial service will be held.

End