

**SWNI Transportation Committee Meeting
April 18, 2016**

Chair: Roger Averbek
Arnold Creek: Hans Steuch
Ashcreek: Marianne Fitzgerald
Bridlemile:
Collins View:
Crestwood:
Far SW: Wes McMullen
Hayhurst:
Hillsdale: Erik Wilhelm
Hillsdale B&P: Don Baack
Homestead: Ed Fischer
Maplewood: Stephan Lewis
Markham: Jeff Monaghan
Marshall Park:
Multnomah:
South Burlingame: Scott Richman
South Portland:
SWHRL:
West Portland Park:

Guests: Noelle Dobson and Anthony Butzek of Metro, Leah Robbins of TriMet; Art Pierce, Teresa Boyle, and John Gillam of PBOT

Visitors: Michael Kisor, Sandy Morgan, Marcia Leslie

Introduction, minutes, agenda

March minutes are approved with two corrections:

- 1) On page 5, second paragraph, change CVNA to HMNA.
- 2) Bottom of page 2, should read “Scott is critical of option 3 because of two-way bicycle traffic on one side of Capitol Highway especially with driveways.”

Agenda is approved. There may be motions after the presentations.

Presentation on SW Corridor Plan by Noelle Dobson and Anthony Butzek of Metro, Leah Robbins of TriMet, and Theresa Boyle and John Gillam of PBOT contributed to the conversation.

Noelle reports on the two major recommendations that SWCP staffers issued on April 4:

- 1) Select light rail as the preferred high capacity transit mode. Reasons for light rail include greater long-term carrying capacity, better transit performance, integration into existing MAX system, and higher level of public support.

2) Remove the light rail tunnel to PCC Sylvania from further consideration. Reasons against the tunnel include cost, overall less ridership, and negative impacts to neighborhoods.

The Steering Committee will vote on the two recommendations on May 9.

The refinement stage has ended and the project is now moving into the high-capacity transit (HCT) preferred alternative—a set of HCT alignments and the “shared investment strategy” projects, i.e., the roadway, bike, and pedestrian projects.

Scott asks whether PCC Sylvania has a long-term master plan addressing issues of transportation connections to the campus. Noelle says PCC Sylvania is in the early stages of doing such planning. John says there has been analysis on bus service.

Timeline:

- June: The Steering Committee (SC) will be asked to approve preferred alternatives that will then be reviewed in the draft environmental impact statement (DEIS) scoping.
- August-Sept: DEIS scoping. There will be opportunity for public comment.
- Oct-Nov: Final SC decisions about HCT alternatives, and the shared investment strategy (SIS) projects enter DEIS.
- Early 2018: Public comment on the draft LPA.
- June 2018: Final Steering Committee adoption of LPA.

The projects fall into three “buckets:”

Blue bucket: Projects along and HCT alignment that implement the city’s planning for Barbur.

Green bucket: Projects that provide access to stations. Some projects go to DEIS.

Orange bucket: Other projects that don’t directly relate to the HCT project but accomplish community goals and improve mobility or safety for multiple modes. It’s more land use supportive. Most of these projects do not go to DEIS.

Roger notes that blue bucket projects generally run parallel to the HCT alignment and green bucket projects generally are perpendicular to it. Roger emphasizes need for access from the community to the stations. The green bucket is in the tens of millions, maybe fifty million total. The blue bucket is in the hundreds of millions. There are still multiple alignments and station locations are not set. Don reports on future Uber jitneys that could deliver to people to stations. That could impact design. He also calls for storage for bicycle parking. Eric notes design flaws in the Tillicum bridge for the bicycle mode. Discussion takes place on process and cooperation between Metro and Portland in the DEIS to address such issues.

After identifying the projects, the next step is to identify which of them should go to DEIS. The advantage of DEIS is that it opens the possibility of getting federal money and federal environmental clearance. It generates more information on impacts and projects are shovel-ready.

Advantages of not going into DEIS: the DEIS study costs money, the federalized projects cost more to construct, the federal clearance expires, and federal money is limited. For projects that that will not be studied in DEIS: 1) seek regional transportation funding and 2) local funding lists.

Noelle talks about plans for continuing community involvement in the process. The Steering Committee in October or November of 2016 will decide which projects go into DEIS. Marianne notes that she has seen nothing for the Barbur/Terwilliger intersection and the Crossroads intersection.

Roger questions how we can decide without knowing where the stations will be. A partial answer is that some access is clearly needed regardless of the location of stations. Don notes 1) that traffic management is important, and 2) bicycle riders need storage (parking) for their bicycles. Facilities are scarce now.

Roger ask guests at what point do they start to define when a station is viable. Anthony answers that it is a DEIS decision. Noelle repeats that public involvement is a component of the DEIS. John Gillam notes that the Barbur Concept Plan is still the guiding document for station locations and other issues.

Update on Portland System Development Charge (SDC)—Art Pierce

Art talks about a proposal to allocate SDC money for a partnership with ODOT to complete projects on Barbur as identified in the Barbur Road Safety Audit. The projects are bicycle improvements over the Vermont and Newbury bridges and the Capitol Hwy turnoff. PBOT is working on another project with ODOT on outer Powell. PBOT is going to City Council for permission to provide SDC funding for both the outer Powell and Barbur projects. In all, they want to add four projects to the SDC funding list—all of which they think can be leveraged with funding from other sources. The Barbur project is about \$4 million and PBOT would pay about half. Other projects in addition to Barbur and Outer Powell are David Douglas SR2S and Sullivan's Crossing on the east side.

A stretch of the southbound lane would be dropped as it crosses the Barbur bridges to make room for bicycle lanes. PBOT thinks that will not impede traffic flow. The proposal goes to City Council next week.

Art notes that SDC money is also available for Capitol Hwy but it has no match—federal money has dried up.

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After Art's presentation, discussion takes place and Don Baack makes the following motion that is seconded by Eric Wilhelm:

SWNI supports PBOT's reallocation of SDC funds to improve safety for bike and ped on Barbur Blvd between SW Miles and SW Capitol Hwy

The motion is approved unanimously.

Chair/Vice Chair Reports

Roger reports: The SWNI Board recently held a retreat. A decision has been made to install new chairs for all SWNI's standing committees in July.

Marianne then reports. Regarding the SWCP, she will testify in favor of the IGA although she is not happy with one clause. For Markham, she does want one change on the shared investment strategy list. She makes the following motion that is seconded by Ed Fischer:

SWNI support staff recommendations dated 4/4/2016 regarding the mode and removing the PCC tunnel.

The motion is approved unanimously (with two abstentions Hans Steuch and Scott Richman).

Roger reports that at the SWNI retreat it was announced that there would be a complete turnover of all committee chairs in July.

Neighborhood reports

Stephan: The Water Bureau is going to work on the St. Luke LID project. Progress is being made.

Marianne: Garden Home Road/Multnomah Blvd is up for Washington County funding. COP and Washington County will each put up half. Washington County is not yet ready for letters; Marianne will track it.

Don: The Golden Touch development is being deferred for a year—because of permit problem and possibly because of the uncertainty of where a HCT station will be sited. For B-H Hwy, the city is proposing re-paving and re-striping, and they also suggested they want to put in photo radar. Hillsdale is also asking for a speed reader boards.

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