

## **SWNI Transportation Committee Meeting May 16, 2016**

Chair: Roger Averbek  
Arnold Creek: Hans Steuch  
Ashcreek: Marianne Fitzgerald  
Bridlemile:  
Collins View: Prakash Joshi  
Crestwood:  
Far SW: Marcia Leslie  
Hayhurst:  
Hillsdale: Erik Wilhelm  
Hillsdale B&P:  
Homestead: Ed Fischer and Milt Jones  
Maplewood: Stephan Lewis  
Markham: Jeff Monaghan  
Marshall Park:  
Multnomah: Chris Lyons  
South Burlingame: Scott Richman  
South Portland: Jim Gardner  
SWHRL: Ryan Fedie  
West Portland Park: Britta Herwig

**Guests:** Michael Harrison, OHSU; Noelle Dobson and Anthony Buczek, Metro; John Gillam, BPS; Teresa Boyle, City of Portland; Michaela Skiles, Metro; Jeb Doran and Leah Robbins, TriMet

**Visitors:** Michael Kisor, Kay Durtschi, Jim Diamond

### **Introduction, minutes, agenda**

April minutes are approved with two corrections:

- 1) On page 4, chair/vice chair report, second paragraph, second sentence, end the sentence with “IGA,” deleting language that Marianne was unhappy with one clause.
- 2) On page 4, Markham refers to the Markham pedestrian bridge, not the neighborhood association. The bridge is part of a connection from Ashcreek and Crestwood over to Markham ES.

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

### **Presentation on SW Corridor Plan**

Noelle Dobson describes tonight’s workshop format and the use of maps. She gives a PowerPoint presentation about the next step in the SW Corridor plan—the federal draft environmental impact statement (DEIS). She wants everyone to understand:

- 1) How Metro is categorizing SIS projects.
- 2) The “buckets” terminology.
- 3) Conceptual locations for station areas and how they will make decisions.

4) Critical bicycle, pedestrian, roadway and connectivity projects will be identified. Metro has to choose what will go into DEIS.

Noelle refers to the document “Range of alternatives for environmental review,” also called the “HTC preferred package.” It refers to what they intend to take into DEIS. In the last 18 months they’ve done a lot of refinement, removing some ideas from consideration. Now they still have a set of possible alignments, preliminary station locations, initial road and bike projects. It all goes to the Steering Committee this June.

The scoping period will be from August to September. Then they need to lock down what goes into the DEIS in November and December. They can’t make changes after they submit their proposal.

Noelle describes their categories, or “buckets.” There are some 80 bike and pedestrian projects. We had a lot of input on the list. The blue bucket is for projects directly related to connecting to the high capacity transit line. It includes infrastructure like tracks and stations, 2) a green bucket for projects that support the use of light rail, e.g. pedestrian and bicycle projects that provide access to light rail stations, and 3) an orange bucket of other SIS projects that might fit into the blue or green buckets or might move forward with other funding sources. Their goal is to end up with two buckets, one for the projects go forward into DEIS, and one for other good projects that will get funding from other sources.

Current work:

- Confirm scope and advance design.
- Refine guidelines for DEIS inclusion.
- Identify additional projects.
- Update cost estimates.

Milt asks whether there is an upper limit for the budget. Noelle cannot say whether there is an upper limit but there are trade-offs.

Jim asks whether a proposed project may be further refined to get better cost estimates. Noelle thinks yes. It should be at a design level similar to the level of other projects, at least an “entry” level. DEIS is about impacts of a conceptual design. If the project passes DEIS, it then goes to preliminary engineering.

Eric asks about the limits and of federal funding and getting local matching funds. Federal staffers have not stated any upper limit. Metro has compared this project with other projects around the country and she thinks this is a candidate for funding. 20 other jurisdictions may be competing for money. It’s competitive. There is no specific limit on funding but one can get an idea of limits from past projects that were approved. Jim says the amount of money that local authorities can offer as a match is also a big factor.

Conceptual locations of station areas are shown on the maps. They are in part based on locations identified in planning documents. Spacing between stations will be one half to one mile. Station locations are based on existing plans. Locations can be adjusted based on information like traffic connections and transit transfers.

Noelle talks about the pros and cons of DEIS:

Pros:

- It gets the project federal environmental clearance.
- It qualifies the project for federal money.
- It gives more information on impacts.
- The project is shovel-ready.

Cons:

- It costs money to do study.
- Federalizing the project adds more cost. Teresa notes that federal law requires environmental reviews on small projects like bike lanes that are as strict as major projects. Such administrative cost drives up costs of federal projects. So simple projects should sometimes be done outside the federal process.
- Federal dollars are limited.

Guidelines for including a project in a DEIS study list:

- Direct connection to station areas.
- Intersect with alignment.
- Local priority/high degree of public support.
- Likelihood of a funding match.
- Timing alignment with the HCT project.
- FTA eligibility: proximity to stations.

DEIS will look for:

- access (bike, pedestrian, and bus transfers)
- operations

Noelle's advice for table discussions:

- Orient everyone to the maps and project lists.
- Identify critical missing connections to stations.
- Record information.

Guests and committee members then break into table discussions at four tables. Each table focused on a segment of the SWCP corridor. Participants addressed issues of the locations of stations and the bike and pedestrian projects that give access to the stations.

After table discussions, the full group reconvenes. Notes from this event will be shared with the city. Comments after attendees finish table discussions and reconvene include the following:

Jim Gardner: South Portland favors a station to the north of Gibbs.

Capitol Hill/SGP/13<sup>th</sup>: This is a big connection from Collins View to 13<sup>th</sup> and to Lewis & Clark College.

26<sup>th</sup>/30<sup>th</sup>: The key to improving 30<sup>th</sup> and 31<sup>st</sup> is to connect to Multnomah Village. There were questions about projects Dolph—there could be a more direct connection. The TSP list is not comparable with this list.

Sidewalk and bike facilities are needed are needed for PCC Sylvania, e.g. at 60<sup>th</sup> and Lesser.

The Crossroads needs improvement. It is a regional town center and should be enforced as such with flashing beacons, improved bike/pedestrian/park & ride facilities. Better facilities are also needed at Barbur and 53<sup>rd</sup>.

A scoping period will take place from mid August to September. Roger sees the evening exercise as worthwhile. A question to ask is how would you and your neighbor access HCT? How does it solve problems? Does it offer choices?

End