

SWNI Transportation Committee Meeting Minutes - Approved
March 20, 2017 MAC Room 29

Chair: David Martin
Arnold Creek: Hans Steuch
Ashcreek: Michael Kisor
Bridlemile: Ryan Bass
Crestwood: Marianne Fitzgerald
Far SW: Wes McMullen
Hillsdale: Eric Wilhelm
Maplewood, Vice Chair: Stephan Lewis
Markham: Jeff Monaghan
Marshall Park: Joanne & Bob Ross
Multnomah: Katherine Christensen
South Burlingame: Scott Richman
South Portland: Jim Gardner
SWHRL: Ryan Fedie
Visitor: Kathryn Daly (Arnold Creek NA)
Guest Presenter: Anne Hill, PBOT

Meeting called to order: Chair David Martin

Introductions were made.

Motion to approve February Minutes, Ryan Bass moved and Wes McMullen seconded the motion. Minutes were approved. Abstaining, Jim Gardner, Hans Steuch, and Scott Richman

-Correction to name, spelled "Wilhelm" not Wilhelm,

Options discussed at intersection around Barbur foods, left hand turn signal proposed rather than right around. Jughandles, vs the jughandles

New Business: N/A

Chair Report: Fixing Our Streets Open House will be held on March 23rd, from 6 to 8 pm, and a Traffic Safety Training will be held on April 27, 2017 in the Multnomah Center auditorium at 6:30 pm.

Neighborhood Street Program, Anne Hill, PBOT

LTIC (Local Transportation Infrastructure Charge) is the new approach for development on curbless, local service traffic streets. Passed by City Council in April 2016. The LTIC is based on the total length of qualifying property frontage X LTIC rate = \$600/linear ft. City states that the money can't be spent until methodology is defined and the methodology is to be defined through the Neighborhood Streets Program.

It was decided the committee would invite Kurt Krueger, with PBOT, to the April 17th meeting to share his knowledge about how PBOT staff is assessing the Local Transportation Infrastructure Charge, and answer questions on how much money has been collected.

Currently 1.6m has been assessed, roughly \$423k has been collected. Developers are complaining about fees when applying for permits and are trying to find a way not to pay them. Project staff is discussing a possible capping at 90k per property. Currently LTIC is only applied to developments that are 3 houses or fewer. Texas Street LID is the only street within the average in SW Portland. Due to greater cost in developing streets in SW Portland

Council has directed BPOT to create a framework to determine project selection, design standards, and overall project financing (including allocation of the LTIC revenues). Determining how projects are to be prioritized and funded.

Planning Purpose (see PowerPoint presentation)

The planning phase of the NSP will result in a comprehensive program to fund and construct improvements on unimproved residential side streets.

Still to be determined; LTIC handout states that the money can only be spent on local streets. Language in LTIC plan allows for spending on arterial streets.

NSP will look at the relationship between street conditions and property values in all parts of Portland. SW Portland is a mix of property values with mix of street conditions.

Standards: City Council has adopted alternative transportation and stormwater standards to address different problems. Currently PBOT is working on addressing what local street standards should be applied in what situations? PBOT is looking at multiple plans as templates for example, the Tryon Stephens Headwaters Neighborhood Street Plan, stormwater/transportation planning and MODAL, pedestrian plan as examples. The result will most likely be a mix of standards drawn from a variety of plans. BES is advising on standards. We don't want over engineered streets that don't call for it. People did not want a one size fits all scenario for the entirety of Portland.

PBOT, Office of Management & Finance (OMF), BES directors are getting together in a series of meetings in April to determine alternative funding strategies, look at what other public funding sources can be used for local street improvements. Unimproved Neighborhood Streets are a small but important network of streets, about 4% citywide.

Role of property owners: It was asked if property owners would be notified of options, since most people do not actively monitor city transportation programs. NSP will not be compiling a list of projects, due to street improvements to be made in groups (LIDs, clusters).

Prioritization: The planning phase of the NSP will develop a set of clear and equitable principles to guide future decisions on funding allocations, balancing cost, benefits, economic impact, what the funding should be prioritized for revealing opportunities. Incorporating Equity component, factors improving bicycle networks found in TSP. NSP will overlay projects with factors to evaluate and prioritize. Areas that meet multiple criteria could result in increased opportunity for funds.

Concerns expressed in about PBOT's prioritization. TSP criteria in the past have hurt SW Portland. Low-income populations do exist in SW Portland. Pedestrian and bike networks, could act as a set of criteria that will add potential for SW Portland. How Projects are prioritized and the use of funds in neighborhoods, that represents equitable distribution of funds, has not been determined at this time.

Question on whether there can be a list of priorities on a neighborhood level to qualify for funding. Comment that LTIC funds collected should be applied towards their place of origin. This idea has been discussed, but nothing has been decided yet.

Comment we need to deal with storm water management beyond a site-by-site basis.

The city might need to address storm water issues before designing street improvements. Planning for street improvements looking 20 years down the line.

Look at how to prioritize what is classified as a LTIC street. SW Portland's position is in keeping portions or all of the LTIC fees within the area in which they were paid. Committee believes PBOT needs to be strategic in assessing locations of improvements that would encourage pedestrian networks/cycling greenways. Look at safe routes to schools and other projects that have assessments mapped. Need for PBOT to utilize neighborhood knowledge.

Timeline

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Winter 2017: Listen and analyze community values and priorities, Study and analyze scope of the problems and potential funding solutions.

Spring-Summer 2017 Listen and study community feedback on standards and prioritization principles when available. Conduct targeted outreach to residents and property owners on unimproved streets. Gather feedback on NSP options. City's Executive Finance Committee will craft recommended funding mechanisms and models.

Summer-Fall 2017 Finalize Framework, Recommended Design, Funding, Process, City Council, NSP Framework and direction for LTIC allocation.

Interest in the use of LTIC for street improvements, rather than pedestrian improvements.

2017-2018 Transportation Action Plan: Committee members were asked to review last year's action plan before the next meeting. Discussion in April will be on:

- How specific should committee members be looking at the Action Plan?
- Working with neighborhood associations, pursuing ongoing/permanent solutions rather than waiting for fulfillment of PBOT project.
- Explore alternative traffic calming methods.
- Addressing pedestrian, cyclist access, and safety concerns i.e. blind corners.

Neighborhood Reports and Program Updates:

Kathryn Daly, Arnold Creek NA: Working with the city to address extended shoulders and swales on Stephen's Creek, realization that there is a need for improvements due to prior improvements not working. The neighborhood was successful in getting a recommendation to ODOT to reduce the speed limit from 35-30 mph. Looking at traffic calming methods. Presentation on culvert project located at Arnold St. and Boons Ferry Rd. Project will begin in winter 2017, to be closed to traffic for 8 months, diverting traffic onto Stephenson. Concerns were expressed over safety of children walking along Stephenson Rd and SW 35th.

Ryan Bass, Bridlemile NA: Becky Tillson came to NA and presented on swells on Hamilton. Main complaints are about sand bags, no grass growing. BES realizes that they did not do a good job. Rich Newland provided an intro to the SWIM project. Land Use Representative is working with Street Trust for an open house similar to east side outreach, lessons on public testimony.

Jim Gardner, South Portland NA: Zidell greenway along the river, release of another master plan for the development of river property. Development includes: office space, residential housing, a large dock, a swimming pool adjacent to the river, and other amenities. City is starting planning for North reach of greenway, filling in the gap between the greenways from downtown. Community is interested in having PP&R look at options for a temporary greenway in the interim.

Katherine Christensen, Multnomah NA: The Capital Hwy Improvement plan is looking at how each cross section will be designed, within the 1-mile length of roadway, including street conditions and environmental factors. Plans call for bike lanes on both sides, sidewalks on one side. Lobbying Oregon Legislature for funding. The Capitol Hwy Walk with PBOT was over full, received too many RSVPS', capped walk at 20 individuals.

Marianne Fitzgerald, Crestwood NA: Two houses on 61st, 600k each, are being torn down. Despite new develop there continues to be a lack of street improvements. Sidewalk infrastructure is not being addressed. Many projects in SW Portland are being pushed out, 2018, 2019, etc.

Michael Kisor, Ashcreek NA: Michael spotted engineering surveyors along Garden Home Road & Multnomah Blvd. He emailed Jeff Wagner, who stated that no project action is due until 2019. NA is writing a letter to ODOT stating their preference for a left hand signal for I-5 access at Capitol Hwy and Barbur, rather than the right hand turn around Barbur Foods.

Jeff Monagham, Markham NA: A contractor has been hired for the 19th St pavement/storm water project. Currently still undergoing background checks. Schedule calls for work to be delayed a couple of months. Growing interest in improving pedestrian connections from SW 30th to Jackson Middle School to Arnold Creek.

Scott Richman, South Burlingame NA: Developer for Macadam Ridge has resubmitted an application to the city for review. NA submitted letter with comments addressing issues within application. Cut the development size down to 23 units. Concerns have been expressed regarding a transportation report, which stated a lack of impact and thus no need for planning mitigation. NA letter also addresses environmental concerns.

Wes McMullen, Far Southwest NA: Potholes on neighborhood streets are an issue. Traffic congestion on Capitol Hwy and Haines Street, down to Lesser Dr. Concerns over PCC's future plans, due to large projected traffic impact in the area.

Eric Wilhelm, Hillsdale NA: SW Terwilliger ST. and SW 7th St, BES & PBOT collaboration, lowest part of the street is covered with mud. Drainage down SW 7th St. is designed to go into the swale, but washes water and mud across the street onto SW Terwilliger St. Third attempt at a fix still does not fully address the issue. Chestnut St, sidewalks are being redone. Did not do anything to create a work zone pedestrian detour, which forced pedestrians into the street.

Joanne Ross, Marshall Park NA: Joanne reported an increase in attendance at NA meetings, passed out information on upcoming event fixing our street event at the MAC, and encouraged people to report Potholes. A new development has caused concerns about increased traffic at SW 25th St. and Lancaster. City responded to the lack of two access points for fire trucks. The NA is happy about a planned two-trail footbridge, the Foley Ballmer Bridge and the Marshal Park Bridge.

Stephan Lewis, Maplewood NA: Stephan reported an increase in attendance at the general membership neighborhood meeting. New volunteers stepped up so NA does not need to dissolve. Issues on SW Vermont St., lack of pedestrian and cycling accessibility, use of road by Beaverton commuters. There is talk of reducing the traffic speed and/or access. Bike and pedestrian facilities on SW Vermont, between SW 45th and 52nd, 45th to Olson Rd is an issue due to high traffic speeds.

Next Month's Agenda: Kurt Krueger, guest speaker on LTIC and Action Plan for FY 17-18

Meeting was adjourned.

Next Meeting: Monday April 17th 2017