

Portland Planning and Sustainability Commission

Tuesday, June 25, 2013

6:00 – 9:00 p.m.

Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray, Gary Oxman, Michelle Rudd, Katherine Schultz (arrived 6:30 p.m.), Howard Shapiro, Chris Smith

Commissioners Absent: Don Hanson, Mike Houck, Lai-Lani Ovalles, Irma Valdez

BPS Staff Present: Joe Zehnder, Eric Engstrom, Marty Stockton, Julie Ocken

Other Presenters: Metro Councilor Bob Stacey; Kim Ellis, Metro; Shelli Romero, ODOT; Matt Freitag, ODOT

Chair Baugh called the meeting to order at 6:01 p.m. and provided an overview of the agenda.

Items of Interest from Commissioners

- *Commissioner Gray:* The Native American Jazz Festival is at Parkrose HS August 7-10. It is honoring the work of Jim Pepper, and there are lots of activities during the festival.
- *Commissioner Smith:* The Climate Action Plan update committee held its first meeting with a second coming in two weeks. *Commissioner Houck* is also a part of this group.

Director's Report

Joe Zehnder

- Today commissioners received the packet of the WHI Amended Proposed Draft. The final work session and recommendation will be at the July 9 meeting. PSC officers are meeting with staff this Thursday to finalize the work session plan.
- Thanks again for the retreat... the best one yet. We forgot to take a group photo, so please send your individual photos to Julie O so we can add them to the website.

Consent Agenda

- Consideration of Minutes from the May 28 and June 11 2013 PSC meetings

Chair Baugh asked for any comments for the consent agenda. *Commissioner Shapiro* moved to approve. *Commissioner Smith* seconded.

The Consent Agenda was approved with an *aye* vote.
(Y6 – Baugh, Gray, Oxman, Rudd, Shapiro, Smith)

Outer Powell Safety Improvement Project

Briefing: Shelli Romero, Matt Freitag, ODOT

Presentation: <http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/5861194/>

Documents:

- [Outer Powell Fact Sheet](#)
- [Underground Stormwater Drainage Device Replacements on Powell Blvd](#)

Last year ODOT presented comments about rezoning near 122nd and Powell and ODOT's safety improvement project on Outer Powell. This project is going to construction in about 2 weeks. The project will stretch from 111th to 176th and includes 8 high-crash sites.

- Project Construction Budget: \$5,500,000
- UIC Replacement Budget: \$1,000,000
- Construction Window: Now through October 2013

Last year, Council adopted the Outer Powell Conceptual Design Plan (created by PBOT, ODOT and others) as the plan for the future of Powell. Additional improvements that were identified have not yet been funded.

ODOT staff walked through a number of examples of what the project will entail. At 122nd and Powell, there will be a ramp replacement, revised striping for bikes / right turn lanes and utility relocations for ADA access.

Another aspect is adding red light extension loops in the pavement to detect if a vehicle will likely go through a light so that the system will hold the cross-traffic to avoid a collision.

Enforcement lights, which sit on the back of traffic signals, will help police more easily detect and stop a defender.

Improvements will be made to the visibility of signals with reflectorized borders to make the signals stand out.

During the public involvement process, people noted large sections of Powell without signalized intersections and ways for pedestrians to cross safely. With this input, 3 locations will have enhanced crossings with rectangular rapid flashing beacons (RRFBs at 119th, 141st and 156th). ODOT is working with PBOT, and the City will add a 4th crossing in 2015 at 135th.

To make a more consistent corridor on Powell, other updates include a consistent shoulder width throughout the corridor, widening it up to 4' in localized areas to have an 8' edge. Upgrades to all ramps will be made to meet current ADA standards.

Repaving of the main line of Powell and upgrading the lane striping to a durable, wet-weather profiled striping is another action. This will be a more visible and tactile striping.

Street signs will be upgraded to be bigger and more reflective.

4 feedback signs (showing the speed limit and how fast individual cars are travelling) will be placed throughout the corridor.

Metro and TriMet are kicking off the Powell-Division High Capacity Transit Study as a year-long public process to determine what type of transit and what the corridor is. But this current safety improvement project gets improvements on the ground today as a first step.

BPS' role will be about zoning in the area that will help determine corridor use during the Comprehensive Plan update.

Commissioner Gray: How was the June 5 evening event attended? What were the comments heard from the community?

- There were 3 open houses for the project. June 5 was the pre-construction open house at Ron Russell MS. People were generally knowledgeable about the project and said they wanted sidewalks in addition to the paving.

The new striping speaks well of the City. Are you planning on taking data in the neighborhood after the implementation to market it to the City of Portland?

- Evaluation will be done including a before/after video about how the improvements are working. Determining the severity and number of crashes data will take a couple years but will be monitored and the corridor can be enhanced if necessary in the future.

Commissioner Shapiro: People know who drive out on Powell know improvements are needed. We have been neglecting SE Portland for too long. Who is responsible for replacing street signs more generally throughout the city?

- This project implements the new Federal standard for signs. Powell is US-26, so it is State-mandated. But other streets' signs are within the City's jurisdiction.

Commissioner Smith: The cross-section slide shows a 5' bike lane and 3' shoulder. This is the minimum for a bike lane. Would it be possible for a 6' bike lane right to the edge of the pavement?

- The 2' buffer was an option, but because of the mix of users without a continuous sidewalk, this proved more dangerous. There are more pedestrians using the facilities in this section.

Commissioner Oxman: How far apart are the controlled crossings for pedestrians on Powell?

- There at the signalized intersections and the three RRFBs at the new intersections.

Chair Baugh: Thank you for being responsive to the PSC's request for these updates.

Metro's Climate Smart Communities

Briefing: Metro Councilor Bob Stacey

Presentations:

- [Briefing \(PPT\)](#)
- [Climate Smart Communities \(video\)](#)

Documents:

- [Climate Smart Communities Choices](#)
- [Climate Smart Communities Engagement and Outreach](#)
- [Climate Smart Communities Indicators](#)
- [Recommended Climate Smart Communities Scenarios - Assumptions](#)
- [Climate Smart Communities Case Studies](#)
- [Commissioner Houck Comments re: Metro Climate Smart Communities](#)

The Climate Smart Communities (CSC) work is not a comprehensive climate change or adaptation plan; it looks at GHG reductions for cars and light trucks in the region. The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Metro began the CSC project to show how choices we make today affect air quality and the sustainability of the region into the future. We need to shift out of one-size-fits-all approach.

The project is now moving into an evaluation phase and is broadening engagement around the process. Community voices in the video show there is lots of engagement of community leaders.

This has been a collaborative process; it is State-mandated, but Metro is working with cities, counties, region and community leaders to look at ways to leverage investments to improve and create jobs, healthy communities and State targets.

There are 6 overall desired outcomes:

- Vibrant communities
- Equity
- Economic prosperity
- Transportation choices
- Clean air and water
- Climate leadership

Phase 1 evaluated 144 combinations of strategies to the choices. We are now in Phase 2, shaping the choices. Last summer Metro started community leadership engagement workshops which included community workshops about equity and environmental justice; public health; and with business-focused groups.

Staff is moving forward with direction from the Metro Council to release results of testing the options in fall 2013. The deadline to complete the full process is the end of 2014.

There are 8 case studies Metro prepared to highlight that there are already a number of actions being taken in the region that are helping to reduce GHGs. Phase 1 showed that our current plan with advances in technology will get us close to the State targets. We need to find ways to continue good plan implementation. Working with community-level champions who will implement strategies is a key component to the work.

State efforts will support the work as well and include:

- Governor's energy plan to reduce energy consumption and GHG emissions.
- DEQ Clean Fuels and Diesel Retrofit programs to reduce GHG emissions and advance light-vehicle fuels.
- OR Transportation Commission's state-wide vision focusing on GHG for all modes of travel.
- DLCD toolkits and best practices to help communities plan.

Metro has 3 scenarios to test this summer; they are investment-focused:

- Recent trends: results of implementing adopted plans to the extent possible with existing revenue e.g. Milwaukie Light Rail.
- Adopted plans: looks at how far we can get implementing the additional revenues called for in the RTP to allow the region to make more progress toward implementing adopted plans.
- New plans and policies: to show the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans. Assumes higher level of transit investment. Includes SW Corridor work and land use vision as well as high-capacity transit to Tigard.

A preferred scenario is likely to have elements from each scenario and/or additional elements from the community discussions in the fall.

Evaluation criteria details are matrixed with categories including:

- Jobs and housing
- Economy
- Cost
- Travel
- Energy and GHG emissions
- Natural resources
- Public health
- Feasibility
- Social equity

Next steps:

- Summer 2013: update partners and complete scenarios evaluation
- Fall 2013: first look at results; share results and begin to identify choices/tradeoffs
- Winter/Spring 2014: discuss choices and tradeoffs and shape draft preferred scenario
- Summer 2014: build understanding of preferred scenario
- Fall 2014: final adoption process with formal comment period, hearings and Metro Council adoption

Commissioner Smith: How can we look at synchronizing timelines? There are different entities moving at different speeds. The CAP update is looking at drive-alone mode-share to drop to 35 percent by 2035. We are using this standard to look at projects that come before the PSC, but other jurisdictions and the RTP don't align. When will the RTP synch with our aspirations about the CAP?

- The State said in 2010 that despite there are more drivers and people than in 1990 we need to be 50 percent below those levels by 2035 to be on track. They authorized us to use assumptions about improvements in fuel technology. Today VMT is 19 miles per capita per day; it needs to be down to 16 by 2035. Scenarios give us an opportunity to test premises and give people choices. Sensible investments will help. We might need a nudge in terms of pricing (e.g. parking pricing). We will look to modify the 2018 RTP to incorporate the objectives.

We have a good history of investments in high-capacity transit, but in retrospect, it's not clear that is the smartest investment strategy for the future. The Powell study is kicking off. The household activity survey has been analyzed; since the last, the greatest absorption of increased trips has been through walking and biking. Should we focus on north/south frequent service lines? Completing the sidewalk network? Are there considerations in the scenarios to look at expensive versus nuts-and-bolts less expensive work?

- There is no certainty about Federal government to make investments in the future. TriMet is currently engaging in planning efforts to identify network improvements to have local transit improvement programs in addition to the corridor work.

Sent from Commissioner Houck: When will Metro assume climate adaptation role?

- Adaptation and resiliency planning from the State planning group provided recommendations that are being used in CSC and implementation of two of the most recent capital bond priorities and as we design improvements to existing natural areas. We would welcome positive pressure on Metro to have strategies to encourage adaptation and resiliency planning. Preparation for a seismic event, too, has overlap in the work.

Chair Baugh: What about a regional convening by Metro around climate adaptation? The City and Multnomah County are working together, but coordination in a Metro sense is what *Commissioner Houck* is interested in.

- We can advance this with Metro Council and can ask Councilor Loretta Smith to put it on the docket at MPAC to see what people are willing to engage in around adaptation in addition to the CSC work. It is a nice fit as long as people don't see it as Metro putting in a regulatory toe.

Commissioner Gray: It is disconcerting is how many different people are talking about climate change and preparation. Metro could be a convener. People talk a lot about equity, which is a lens being used. How was the equity lens for this project developed? How is it being discussed and applied?

- There is a separate workplan effort that will provide a long-term framework for Metro projects evaluation going forward.

- Focus of the discussion with equity leaders was about what should be considered. We are not yet sure how we will evaluate equity, but we are looking at what the City of Portland is doing.
- Metro will convene additional focus groups around equity and environmental justice to help interpret data and results to get input.
- Housing affordability; gentrification/risk; and housing/transportation cost burden are all being reviewed.

Chair Baugh: Equity relative to capital investments: there are limited dollars, so what is going to get us the biggest bang for the buck? In this process, that should be reviewed as well. In the Comp Plan we will be looking at future growth and getting jobs closer to people. Underlying land use needs to be included. If Metro can do this in a similar fashion it would be helpful.

- Metro's 2040 Plan is built on local community plans. There are lots of components that need funding.

Where does the heavy truck industry come into play?

- In the State-wide transportation strategy. This analysis shows that heavy truck reductions have much more limited possibilities than do other sectors including air travel.

Comprehensive Plan Update

Briefing: Eric Engstrom, Marty Stockton

Presentation: <http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/5861192/>

Document:

- [Comp Plan CIC: What We Heard](#)

Today's briefing is an update on the Comprehensive Plan progress including:

- Public outreach on the draft policy document.
- A larger roadmap timeline with an emphasis on where we're heading in the next few months to develop the mapping component.

The process workplan was reviewed and approved by the State and has 5 components:

- Public involvement approach (completed in 2009).
- Background reports (DLCD approved in 2013, currently in appeal about industrial/harbor land supply issues).
- Consideration of alternatives (current work) – Scenarios Report is out for public review.
- Develop the plan (current work) – published working draft of the policy document and workshops were held in early 2013.
- Implementation tools – initial phases of developing a workplan for this including implementation bundles. This component will come to the PSC as funding is solidified with a PSC review in fall 2013.

“What We Heard” is an ongoing recommendation from the CIC to share with the PSC. It reports on the public involvement approaches and includes demographic data specifically from the workshops and the policy surveys; a summary of public comments, which is the meat of the report, mostly on components of the working draft part 1; policy survey analysis; and letters and comments received in the process.

Next steps for the What We Heard report: each chapter author is reviewing this and PEG discussions. Summer and into early fall will provide time to respond in an updated draft with a goal of a revised draft in mid-winter.

In January 2013, the City released the Working Draft Part 1 of the Comprehensive Plan, which includes the initial draft goals and policies for public discussion and review. The goals and policies describe, in words, Portlanders' long-term aspirations about future growth and development in the city. They provide guidance for public decisions about development and investments.

The Urban Design Framework will continue to be updated.

The Scenarios Report evaluates different growth options against performance measures and includes models about growth.

These components lead to the initial drafting of a map and system plan.

Part 2 updates Urban Design Framework and creates a first iteration of the mapping layers. Working maps will be used to share data and information and will be released mid-summer. This will be followed by public workshops similar to the draft policies but will be about maps and system planning implications.

The proposed draft for PSC review brings us into early 2014 with the full package at which time work moves away from the PEG and advisory work to the PSC.

Citywide Systems Plan: The Citywide Systems Plan Project will create a 20-year, coordinated infrastructure plan for the City. This project will also update the City's Public Facilities Plan, which was completed in 1989. The Citywide Systems Plan Project is occurring as part of the City's update of its Comprehensive Plan.

Core responsibilities for water, sewer and transportation need to be reported to the State. The City chooses to include park and civic buildings in the reporting as well.

Eric provided a preview of the mapping information that is emerging as the work is being done (currently in the employee's MapWorks system). This allows us to put together a platform to show various mapping layers that will be incorporated into the Comp Plan Update in one of three ways:

- Displayed on the Urban Design Map
- Map amendment in the Comp Plan Update
- Project on the System Plan

Some are areas where we have intent about where we want to grow with specific outcomes. The mapping starts to let us talk to people about where and what the different places are. It allows us to be strategic about the thinking and incorporate it into system planning. Staff is also developing ways for the public to see layers evolving online, which is a transparency level we have not had before. The layers each have a story, so we are trying to both curate the layers with a story and a way for the public to put "notes" on the map with their observations.

The City has varying control over different layers. Some are City-controlled; others are more controlled by regional systems and other agencies.

Commissioner Gray: What would it be like to overlay demographics on the maps? Race, ethnicity, poverty, other census data?

- Yes. This is a way to review with an equity lens that's visual and makes it real.

Chair Baugh: Looking at the overall comments, parking is still an issue; implementation is an issue in terms of what we're planning.

- Implementation is the continuation of the State-mandated workplan. The PSC will have hearings on the policies and map. Then shortly after will be hearings on the proposed implementation components. There is a limit based on bandwidth; what doesn't fit eminently will come as implementation actions later.

Commissioner Rudd: You mentioned golf courses as potential job opportunities.

- The Economic and Watershed PEGs have been working on bringing a proposal to deal with the possible employment land shortage. Other aspects include a level of investment in brownfields and redeveloping industrial land.
- Currently the Colwood Golf Course is under consideration, and there are other clubs and private courses that could be converted as well. We want to demonstrate how it could be done for the courses that are interested.

The aim for a timeline for the release of the mapping tool is mid-summer, and staff will keep the PSC updated.

Adjourn

Chair Baugh adjourned the meeting at 8:10 p.m.

Submitted by Julie Ocken, PSC Coordinator