

**Northeast Coalition of Neighborhoods
Land Use and Transportation Committee
Wednesday, April 24th, 2013, 7:00pm
Northeast Coalition of Neighborhoods Office, 4815 NE 7th Ave., Portland, OR**

MINUTES

Present

George Bruender, Concordia/Co-chair
David Sweet, Sabin/Co-chair
Carol Gossett, Sullivan's Gulch
Steve Cole, Irvington
Ed Abrahamson, Irvington/At-large member
Debbie Bischoff, Bureau of Planning and Sustainability
Jacob Ripper, Humboldt
Jeff Broderred, Goose Hollow
Jerry Gerspach, Port of Portland
Kelly Sweeny, CNAC
Anjala Ehelebe, Woodlawn
Jim Brown, Alameda
Paul Anthony, Humboldt
Benjamin Adrian, NECN staff

Introductions

No additions to agenda

March Minutes

No changes or alterations to March minutes. Approved unanimously.

Oregon Department of Transportation I-84 updates

Rich Watanabe and Matt from ODOT introduce themselves. Here to discuss two projects. First, I-84 from I-205 to I-5. In the past, an asphalt overlay had been installed. It is an open style pavement, to let water enter and go away. Right now, this has been in for about 10 years, which with studded tires is about as long as you can expect. In 2002, the contractor who paved it did it slightly different.

Signage along the highway will also be upgraded. Select ramps will also be repaved, so it is a big project.

Two weekend closures. One direction one weekend, then the next weekend the other direction will be done, July 12th the eastbound, and July 19th the westbound. Dates selected to minimize impacts. There will be a few other nighttime closures in the event of not being completed with this schedule.

At NE Halsey, near 205, there will be a two or three night closure to repave the overpass.

I-84 westbound to I-5 merge

Existing condition is three lanes westbound on I-84 as it approaches I-5; about 70% of the traffic goes to I-5 southbound in two lanes. Then two lanes (one lane allows you to go either north or south- a merge lane) carry I-5 northbound traffic, with one lane taking a small amount of traffic to the Convention Center exit. 28% head I-5 north. ODOT believes there are too many crashes in this merge area, so is proposing to restripe the I-5 and Convention Center exit traffic into one lane, and remove the merge lane that could go south or north. Signage would be updated accordingly.

Matt speaks to I-84 eastbound near NE Halsey; there is an exit only lane. I-205 north bound will have an addition lane to accommodate vehicles. Project is already approved and ODOT is expecting the contractor to start in the next few weeks, and should be completed this fall.

Project details are: 16 feet will be added to the highway, with a 10 foot shoulder, which will require retaining walls as it cuts into the bank. Everything will be completed within the existing highway right-of-way. Most work will take place at night, but some during the day. Certain highway night closures are permitted, but the detour is fairly straightforward.

Signage is bigger and more reflective, so will be safer.

How much do studded tires reduce the life of a roadway? Rich doesn't have exact data, but you can clearly see the ruts form in the winter time.

Are you considering highway congestion tolling? Yes, there have been discussions on that, some around the CRC, but requires heavy lifting in Salem and the legislature to actually implement.

What will be going on with the surrounding streets, like Sandy Blvd, when I-84 is closed? ODOT is preparing signage, already in touch with Washington DOT for instance, to help people prepare for alternate routes. ODOT doesn't want to suggest Sandy specifically, as they hope people will choose a range of options to avoid congestion. Some backups are inevitable.

Statistics of the merge area are 237 crashes in a 5 year period. Right at the merge, 31 crashes. Most of these are rear ends or sideswipes due presumably to late lane changes. Don't have exact numbers for other highway routes, I-5 to 84 westbound for instance.

Ed asks about the N/NE Quadrant study and the attention to this area, which proposed rather expensive solutions. This particular project came from analysis done as part of a CBOS study, which was able to identify this restriping as a distinct project. Are there other less-expensive fixes that could be implemented?

Allan recalls from the N/NE Quadrant that they did look at those merge areas, but there weren't options.

Port of Portland, Jerry from the Noise Management office at PDX airport

Jerry says they have construction going on at the PDX airport this summer. In the past few years, the airport redid runways, taking three years to do the work. One benefit of that work was that the concrete

runways would last forty years. However, a plane recently was taking off and blew a tire, tearing a 6,000 foot hole in the runway.

Additionally, there is a taxiway that will be dug up and repaved as part of this project.

Runup – after maintenance on an airplane, the engines must be “runup” to take off power levels, but while the plane remains stationary on the ground. The problem is that with the construction, these runups will be done during the night and may have more impacts to neighborhoods. Currently, there is an enclosure that contains much of the runup noise.

Jerry displays a flight path chart, showing normal summer schedules which mostly follow a westbound path along the Columbia River.

Many of these planes on the crosswinds runway are small cargo feeder flights. The other category of planes is commuter flights, turboprops not jets. Due to construction, these flights use the crosswind runway, which sends the flights over NE neighborhoods.

The actual closure dates are happening right now through June, then again from August into September. In the middle months of June and July, the crosswinds runway will be open to help with flight loads.

Any other concerns can be directed to Jerry or Kelly, who are available to come to your neighborhood meeting if you have more concerns on the issue. News release with details and dates are distributed, as is the Noise Management Team magnets, which direct you to call 503 460 4100 with Noise concerns, or go to www.portofportland.com

Comprehensive Plan Update, Debbie Bischoff, Bureau of Planning and Sustainability

Comments on the working draft are due by May 1st, but it is possible to submit comments later. Staff will be working on the comments as they begin to update the Goals and Policies section. PEGs are winding down, but possibly there could be some later meetings on specific areas of topics.

Phase II of the Comp Plan will include maps, and updated Transportation System and Citywide Systems plans, which identifies infrastructure, service needs and projects over the next 25 years. Phase II is still a working phase, after this a proposed plan will be published in Winter 2014.

Debbie has been assigned to help bring forward the update to the future land use map known as the Comprehensive Plan Map. There will be strategic changes to the Comp Plan map, but not wholesale changes. For instance, R5 single family residential areas, which comprise most of NECN’s area, will remain that. Other specific areas have been looked at previously in area and community planning like Hollywood.

The City is required by state law to plan for future growth for housing and residential needs, as well as projected growth for jobs and industrial space. We know we have plenty of residential and commercial land currently, but we have a lack space for large campus institution growth and an industrial lands

shortfall. The Comp Plan policies in the Working Draft I have introduced new ideas like Neighborhood Centers, which is connected to the 20-minute neighborhood concept from the Portland Plan.

Refinements to specific area map designations/zoning code standards could come after the Comp Plan for select areas if needed, but the staffing capacity is not available right now.

Debbie has been working with NECN staff and LUTC co-chairs on the upcoming mapping concepts and early input sessions. Two NE district mapping conversation sessions are scheduled for June 1st and 15th, both Saturdays, from 12 noon to 3:00pm. This session has a limited number of available spots for participants. It is an initial outreach session, so there will be more opportunities in the future. Right now, this means BPS is asking for one representative from each Neighborhood to attend. Other attendees will include institutions and business district representatives in the area.

Debbie is working on questions to help individual neighborhoods get at the underlying issues they face, for example, nonconforming use sites. Already, Debbie has received letters of support from neighborhood associations to look at specific zoning changes. Debbie points out the large color NECN zoning map with other pertinent information we have in the office. If interested in using this at your own meeting, contact Benjamin. This could be for land use-oriented meetings for groups of two or three neighborhoods with overlapping concerns. Debbie mentions that in years past, Neighborhoods have hosted walking tour meetings in summer months as a good way to showcase land use issues and opportunities.

Debbie provided an update on the Metro Construction Excise Tax (CET) planning grant application, which this committee supported with a letter in March. The grant application will revisit the intent and development regulations for all of the city's commercial mixed-use zones, including the Central Employment (EX) zone (outside of Central City and commonly found in inner North). The application has been submitted and BPS should hear in late-June if it has been received funding to complete this planning effort that will engage public stakeholders. This has been identified as a top priority by the City, so we are very hopeful.

Announcements

ODOT May 8th Passenger Rail Improvement project. Benjamin explains the upcoming meeting which ODOT has asked NECN for a representative to join the Advisory Committee. The project is looking at ways to improve passenger rail between Portland and Eugene, possibly with changes to the route.

Motion to have Carol represent NECN at the ODOT Passenger Rail Improvement Project. Allan would act as an alternate NECN representative.

Motion passes. Allan abstains.

Sullivan's Gulch Plot and Scheme

Dr. Carl Abbot of PSU, PBOT, BPS and Neighborhood representatives will give an overview of the history and future plans being worked on. Neighborhoods around NE Broadway will also talk about future

visions. Charrette style so will have time to dig deep into questions and report out. Overall goal is to develop a vision for the NE Broadway corridor.

Woodlawn

Trimet has moved the turnaround location. However, now Trimet has moved the location to another place in Woodlawn. It seems that the newly impacted neighbors are also reacting unhappily. Anjala is not sure if the new group of neighbors will work with Woodlawn Neighborhood Association or not.

New location is at Ainsworth and MLK. However, certain buses seem to park in inappropriate spots at the location.

Alameda

Jim reports some questions about notification on current construction on Klickitat bikeway. Notice went out to all the neighbors, but seemed to not go to the actual neighborhood association. Suggestion to bring this question to PBOT for future public outreach efforts.

Eliot

Building going up at MLK and Morris. A fence has gone up, which Allan is concerned about. Allan has called the City, but has not received a response yet. A complaint should be listed on Portlandmaps.com under cases, which will have a person attached to it, which is someone to follow up with.

Meeting adjourned at 8:45pm.