

MEETING REPORT

DATE OF MEETING: December 11, 1997

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Jon Kvistad, Susan McLain and Ed Washington, Metro Council; Craig Lomnicki, Cities of Clackamas County; Ed Lindquist, Clackamas County; Rob Drake, Cities of Washington County; Charlie Hales, City of Portland; Grace Crunican, ODOT; Jim Kight, Cities of Multnomah County; Bob Stacey (alt.), Tri-Met; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; and Mary Legry (alt.), WSDOT

Guests: Tanya Collier (former JPACT member, Multnomah County); Lou Ogden (JPACT alt.), Cities of Washington County; Howard Harris, DEQ; Meeky Blizzard, STOP; G.B. Arrington, Tri-Met; Rebecca Ocken, City of Gresham; Ted Spence and Dave Williams, ODOT; Mark Lear and Steve Dotterer, City of Portland; John Rosenberger, Washington County; John Rist and Rod Sandoz, Clackamas County; Susie Lahsene, Port of Portland; Scott Rice, Cornelius City Council, Paul Silver, City of Wilsonville; Maggie Collins, Cities of Clackamas County; Susan Lee, Multnomah County; Rex Burkholder, citizen; Gary Katsion, Kittelson & Associates; and Joe Keating and Chris Pierce, Bicycle Transportation Alliance

Staff: Mike Burton, Metro's Executive Officer; Andrew Cotugno, Kim White and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

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Commissioner Hales moved, seconded by Councilor Kight, to approve the November 13, 1997 JPACT minutes as submitted. The motion PASSED unanimously.

URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, TITLE VI -
TRANSPORTATION

Andy Cotugno explained that the *Urban Growth Management Functional Plan* (UGMFP) implements certain provisions of the *Regional Framework Plan*. He noted that the proposed amendments relating to local street connectivity requirements are the only unresolved amendments. The issue at hand is whether or not 10 streets per mile applies to redevelopment of large campuses. Andy clarified that it does not, and that such determinations would be left to the discretion of the individual jurisdictions.

Andy also reviewed the mixed-use development language proposed for incidental land uses. The proposed change read: "Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed use development." Also noted was the December 10 Sequent letter apprising Metro of development of its headquarters campus in unincorporated Washington County, expressing interest in how the mixed-use designation would be applied, and incorporating a suggestion for language clarification as it relates to mixed-use development.

Commissioner Rogers thanked everyone for addressing the issue but wanted to know where the language implies that it is to be defined by the local government. He just wanted to be sure that the flexibility was built in. He asked that the last sentence of the December 3, 1997 JPACT memo, which read as follows, be moved into the Mixed-Use Definition and accepted as a friendly amendment:

"The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances."

Action Taken: Mayor Drake moved, seconded by Commissioner Hales, to approve the clarifying language for mixed-use development inclusive of Commissioner Rogers' friendly amendment. The motion PASSED unanimously.

Andy Cotugno then reviewed the proposed language for clarification of Title 6, Section 4A, Alternative Mode Analysis. A discussion followed on whether or not there is need to define the problems that need to be addressed and a solution identified. An excerpt was read from the *Urban Growth Management Functional Plan*, listing approaches that could solve a number of problems.

Mayor Ogden thanked Andy for his time and effort spent in reviewing the documentation that supports identification of the

problems and how to solve them. He acknowledged that there are a lot of considerations. He endorsed the mode split targets but didn't feel it covered all factors. Mayor Ogden noted that he was still uncomfortable that mode splits are being identified as the primary measure. He expressed his concern, noting that there are more ways than one to solve the problem.

Mayor Drake asked whether Town Centers should be pulled out. Mayor Ogden didn't feel that Town Centers wouldn't want to participate but questioned whether funding would be available for transit in Town Centers in order to meet the mode split objective. At issue was tying targets with the region's ability to support that transit. Mayor Ogden felt there's a need to recognize the importance of mode split but not to tie it to some objective that is legally binding in documentation because of financial constraints. He felt that, by listing it in the policy statement, it elevates it. He asked whether there is a way to compromise the matter by changing "the" to "a." Chair Kvistad felt that the proposed change in the language, while not perfect, does help.

Bob Stacey stated that he was aware that Tri-Met does not serve all Town Centers equally. He indicated that they do not all have the same mode split target. Commissioner Hales noted that most of the Town Centers have a lot of road capacity but don't have pedestrian capacity. In fact, he felt they have bad pedestrian connections but pointed out that mode split is about more than transit. Commissioner Hales felt this represented a better balanced recommendation. Bob Stacey noted that Town Centers have boundaries and asked whether they could be regarded as center-to-center travel. A facility that connects Sherwood and Tualatin that serves regional trip movements will not be judged solely on mode split.

Councilor McLain reported that MPAC is reviewing its goals and those limitations based on funding. Because of the limitations on funding, she felt the recommendation represented a good compromise.

Grace Crunican felt that, by limiting it to the Town Centers and Regional Centers, ODOT might be able to address some truck issues. A discussion followed on the relationship of this list and the considerations made versus state policy in terms of investments, which include defining improvements needed for the RTP and what should be funded on a short-term basis for implementation.

Commissioner Rogers spoke of the application of those targets in the future and the importance of having flexibility.

The second issue in the December 3 JPACT memo requires work by JPACT in terms of defining the specific criteria for allocating funding for projects. A discussion followed on criteria and whether there would be set-aside pots of money. Andy Cotugno felt that JPACT should be interested in a variety of measures for criteria.

There was further discussion on the Town Center areas, the current mode splits, the responsibility for drawing the boundaries and, if difficult to make them urban, to exclude them. It was agreed that the "key" regional measure means the "primary" measure, not the only measure.

Mayor Drake expressed concern about different Metro Councils and the changes that may occur with different participants in the future. He felt the RTP is the guiding document, and a future council may tighten or loosen it. Chair Kvistad felt there would be an effort to work hard to attain a compromise in that event.

Grace reported that the Oregon Transportation Plan is a document that the Legislature has not invested in and it has not been implemented. She spoke of scarce dollars, mode splits, and the fact that ODOT doesn't have transit dollars to move forward. She noted that this discussion would not take place if adequate funding was available. Grace acknowledged the tensions in the discussion because of the state's funding problem.

Meeky Blizzard spoke of the difficulty of working with pedestrian activity and noted that it is supported in the Town Centers. She felt it represents a cost-saving measure to keep Town Centers in there.

Commissioner Lindquist indicated he supported most of it. He clarified that, in parts of Clackamas County, it wouldn't work as the primary key measure but didn't see an answer to the funding problems in the near future. He wanted to see mode split work.

Mayor Drake expressed concern over Agenda Item 3 in terms of the Bicycle Transportation Alliance. He spoke of many complaints from residents who are concerned about splitting up transportation dollars for bicycle improvements. The Cities of Washington County have been supportive of the concept but are also concerned over the limited funds. The Tualatin/Sherwood area does not have the luxury of transit that the City of Beaverton does and he questioned whether Tri-Met would be able to deliver.

Action Taken: Commissioner Hales moved, seconded by Mayor Lomnicki, to accept the Title 6 recommended language for the Alternative Mode Analysis as defined in the December 3, 1997 JPACT memo (amending lines 298-302 of Title 6 and amending line

269 of Title 6). The motion PASSED by a vote of 9 to 4. Those voting against included Commissioner Collier, Mayor Drake, Commissioner Lindquist, and Chair Kvistad. Those voting in favor included Grace Crunican, Commissioner Hales, Councilor Kight, Mayor Lomnicki, Councilor McLain, Dean Lookingbill, Mary Legry, Bob Stacey, and Councilor Washington.

TRIBUTE TO TANYA COLLIER

Andy Cotugno spoke of the legacy Tanya has left JPACT, noting \$200 million of unfunded bridge liability. A plaque was presented to her for her efforts and contribution on behalf of the region. Tanya spoke of the friendships made through the JPACT process and indicated her continued support.

LIGHT RAIL TO THE AIRPORT

Commissioner Hales provided an overview on PDX light rail. He indicated that the airport is now one of the key regional priorities. It is in the process of review, noting there are public partners as well. He spoke of the Portland International Center property as "value added" to the project. The Port feels it is possible to use passenger facility charges (PFCs). The package will allow the City and Tri-Met to finance and construct the portion of the line along I-205, to allow Bechtel to finance the segment through the development property, and the Port to provide financing within the Port property. Bechtel will be the developer and construct the line. This project will be developed without going through the federal authorization process. Commissioner Hales felt this will help move forward the rail agenda for South/North and would be viewed as a Portland metropolitan area success story.

Mayor Drake noted that there has been some discussion about an alternative rail car, something less expensive or interchangeable with MAX cars. A discussion followed on the prospect of possible through line service from Washington County, through downtown, to the airport. The Tri-Met Board authorized six additional cars so that the last of the Type 2's for Westside have the capacity to undertake this operation. It gives Tri-Met the opportunity to provide through service from the Beaverton Round to the terminal. Chair Kvistad felt it's a great opportunity for everybody.

Bob Stacey reminded everyone that JPACT is the body that keeps track of our light rail effort. He didn't want the committee to lose sight of the fact that South/North's progress is the region's No. 1 priority.

BICYCLE TRANSPORTATION ALLIANCE PRESENTATION - SAFE KIDS
IMPROVEMENT PROGRAM

Joe Keating and Chris Pierce, representatives of the Board of the Bicycle Transportation Alliance (BTA), provided an overview of the BTA's initiative for a Safe Kids Improvement Program (SKIP). They spoke of the concerns of the BTA relative to providing safety for pedestrians and cyclists in and near school areas in the Portland metropolitan area. They view the current system as dangerous, citing statistics on pedestrian/cycling fatalities throughout the state of Oregon. Concerns expressed included increased car use and speeds and the failure to build sidewalks and bikeways.

The BTA's recommendation is to set up a regional program funded by a portion of regional transportation funds. They hope to develop a list of eligible projects that would involve transportation safety, education in schools, and projects in proximity to schools.

The initiative's strategy is to be presented in the first quarter of the year. The intent is to mandate that a certain percentage of transportation funds be applied for pedestrian and bike safety improvements in and around school areas. Chris indicated they are in a research phase now and are receptive to suggestions that might provide a safe environment around schools that would be in keeping with the 2040 objective. They realize that there are other considerations for transportation funds.

Chris spoke of a strong support base and felt there is a real need for safety around schools. They are aware that there might be other creative approaches than the initiative. They are hoping to get \$10 million per year from Discretionary funds.

Mayor Drake liked the concept. He noted that school zones are posted at 20 miles per hour and that it would have to be legislated by the state if a change were requested. He felt they would lose their support base in that event. Mayor Drake also noted that traffic calming objectives would be different in different areas. The performance of the improvement would be different based on the type of street.

Mayor Lomnicki was not supportive of the initiative approach and felt that some jurisdictions might implement such improvements. If the effort was targeted on a legislative basis and addressed in a timely manner, the BTA representatives felt they would not have to take the route of an initiative. Mayor Ogden asked what they are trying to achieve when these improvements are already called out in the Transportation Planning Rule and the Regional Transportation Plan. They responded that they are seeking the

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allocation of funds for such improvements and did not feel the problem of safety for schoolchildren has been addressed.

Rex Burkholder noted that the TPR and RTP cover what happens on major facilities. The concern is on local neighborhood streets.

Chair Kvistad thanked Joe Keating and Chris Pierce for their presentation.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members