

Transportation System Plan Expert Group
A Component of the Portland Comprehensive Plan Update

Draft Meeting Summary Notes

Meeting Date: January 30, 2014

Time: 4:00 - 6:00 p.m.

TEG Members/Staff Attending: Corky Collier, Matt Davis, Jared Franz, Marianne Fitzgerald, Sam Gollah, Eric Hesse, Phil Healy, Arlene Kimura, Maryhelen Kincaid, Gerik Kransky, Keith Liden, John Mermin, Linda Nettekoven, Lidwein Rahman, Phil Selinger, Peter Stark, Mychal Tetteh, Joe VanderVeer, Pia Welch, Garlynn Woodsong, Justin Douglas, Tim Kurtz, Allan Schmidt, Chris Smith, Courtney Duke, Eric Engstrom, Peter Hurley

TEG Members Absent: Katja Dillman

Other Attendees: Reza Farhoodi, Steve Crouch, Jim Howell, David Hampsten

Facilitator: Jim Owens

Key Points and Outcomes

This was an introductory meeting of the group, with a review of its charge, overall schedule, and operating procedures, as well as the key components of the Transportation System Plan (TSP) Update. The relationship of the TSP Update to the City's Comprehensive Plan Update, Regional Transportation System Plan (RTP), and other related initiatives was also explained.

Welcome: (4:00 pm)

Description: Art Pearce, PBOT Transportation Planning Manager, welcomed the group and generally explained how the TEG process will build upon the work of the Networks Policy Expert Group and be integrated with other transportation planning initiatives at the City and regional levels.

Introductions (4:10 p.m.)

Description: TEG members, staff and members of the audience introduced themselves and responded to the Facilitator's query about what would be the highest priorities for a group tour if one or more were organized. An extensive list of tour destinations was identified.

Charge to the Group, Scope of Review and Overall Schedule (4:30 p.m.)

Presenters: Courtney Duke

Description: Courtney reviewed the charge to the group and the proposed schedule for the TSP Update process. Two phases are envisioned, with Phase 1 coinciding with development of the Comprehensive Plan Working Draft and with a July 2015 date for completion of a Proposed Draft TSP. She explained that the TSP must be coordinated with or in compliance with Statewide Planning Goal 12, Transportation Planning Rule, Comprehensive Plan, Citywide System Plan, and the Regional Transportation System Plan (RTP). Key goals of the TSP Update are to create a more nimble planning document and to more quickly incorporate other planning products, e.g. modal plans, into the TSP. Discussion included:

- Can the TSP, Comprehensive Plan and Citywide System Plan differ? Answer: Yes, but differences will have to be reconciled.
- How will the neighborhood parking issue be dealt with? Answer: Parking policies are being addressed through several venues: Comprehensive Plan Working Draft, a PBOT study, and BPS' mixed-use zoning code project.

- How deeply will the TEG delve into project descriptions? Answer: Not deeply, as the focus is on criteria and process for prioritization.
- Will measures for effects on health and equity be included? Answer: Yes.
- Given that the RTP will be updated prior to completion of the TSP, how will differences in the identification and prioritization of projects be resolved? Answer: The City has submitted its project list for the current update but can request amendments to the RTP if recommended projects change.
- How will Bureau of Development services be involved? Answer: Staff will investigate options for the bureau's involvement.
- Will the interface, and any conflicts, between City and State transportation systems be addressed? Answer: Yes.
- Will recent revisions to stormwater system requirements be factored into project cost estimates? Answer: Yes.
- Will ODOT be involved in problem interchange areas where the City and State network overlap and are in conflict. Answer: Yes.

Related Materials:

- PBOT Transportation Planning: Projects and Timeline

Charter and Schedule of Meetings (5:15 pm)

Jim Owens highlighted key elements of the group's charter, including:

- The group is advisory to PBOT and has no decision-making authority.
- The intent is to build upon versus revisit Networks PEG policy recommendations, although those recommendations can be reconsidered if there is need to do so.
- An informal consensus process will be employed, with minority opinions recorded.
- Alternates will not be designated; replacement of members unable to serve will be at PBOT's discretion.
- The TEG is subject to public records and open meeting laws.
- TEG members should copy Jim and Courtney will all group email exchanges so that a public record can be maintained.
- Media inquiries should generally be directed to Courtney or Jim.

The following schedule was agreed to for February and March meetings:

- **Thursday, February 27 -- 3:30 - 6:00 pm**
- **Thursday, March 27 – 3:30 – 6:00 pm**

Key Issues (5:30 pm)

Staff will distribute a list of key issues identified by PBOT and BPS for consideration during the TSP process. TEG members will comment on the list, which will serve in structuring future meeting agendas.

Public Comment (5:50 p.m.)

Comments included:

- How will systems conflicts (conflicting projects) among the multiple transportation plans be addressed? Answer: They will have to be reconciled.
- In considering systemwide objectives, the negative effects of neighborhood "ownership" of streets will need to be considered.
- There are benefits to the contracting community in the City resolving low bid contract award issues.

Adjourn (5:55 p.m.)

For more information, please contact either Courtney Duke, PBOT at 503-823-7265 or Courtney.duke@portlandoregon.gov or Jim Owens, Facilitator at 503-278-3452 or jim.owens@coganowens.com.