



## Meeting Attendees

### Committee Members

Carol Gossett, Sullivan's Gulch, Co-Chair  
Ed Abrahamson, Irvington, Co-Chair  
Jim Brown, Alameda  
Anjala Ehelebe, Woodlawn  
Garlynn Woodsong, Concordia  
Paul Anthony, Humboldt  
Ken Peterson, Grant Park  
Allan Rudwick, Eliot  
Don Rouzie, Sabin

### Additional Participants

Ted Buehler, Boise Neighbor  
Kirk Paulsen, Concordia Neighbor  
Mitch Snyder, Vernon Neighbor  
Dan Lerch Walters, Sullivan's Gulch Neighbor  
Nan Stark, District Liaison, BPS  
Claire Adamsick, NECN Committees  
Coordinator

### Guest:

Roger Geller, Bicycle Coordinator, PBOT

## 7:00pm Introductions and approval of February meeting minutes

**With amendment to spacing in Garlynn Woodsong's name, Anjala Ehelebe motioned to approve the February meeting minutes. Carol Gossett seconds. Motion approved unanimously.**

## 7:05 2030 Bicycle Plan and Implications for NECN's Neighborhoods Roger Geller, Bicycle Coordinator, PBOT

Primary question: What happens in NECN if we accomplish the City's 2030 bike plan, and what happens if we don't?

If we stay where we are and don't achieve bike buildout, auto traffic would go up 47% by 2035. We would need the equivalent of 20 additional Powell Blvds. to manage this auto capacity. Per capita, bike use has gone up 250% in the last 20 years. Transit growth has been 0%. If the bike buildout is achieved, there is a projected 20% drop in auto traffic.

\$60 million would buy us 300 miles of bikeway or 1 mile of urban freeway.

There are four categories of bicyclists: strong and fearless (small percentage), enthused and confident, interested but concerned, or no way, no how. The target group is the interested but concerned and includes parents with children and women. This group needs better bikeways, more physical separation such as cycle tracks or separated bikeways (elevated w/ sidewalk like in Europe).

In the NECN area, average bicycle use is 10%. This needs to grow – among residents who live between the Willamette and I-205 – to 34% bicycle use to achieve the bike plan's goals. A big focus is on getting bikes to and through commercial districts such as Lloyd and Hollywood.

### *Questions and Comments from the Committee*

7<sup>th</sup> is a better street than 9<sup>th</sup> to build out as there are fewer hills.

Sullivan's Gulch is included as a key route in the bike plan but there is no immediate funding due to the lack of agreement with Union Pacific.



Can European standards really be introduced in the Portland context? Weather is similar to bike-friendly countries like Denmark; we need to take best practices from these countries and introduce them into our physical context.

Where does funding fail to pencil out? Federal Transit and Federal Highway Administrations. There is City funding (13% biking, 11% pedestrian) but there is a lack of political will, for example, about removing a travel lane on Broadway.

What does it take to get a project on Metro's Regional Transportation Plan (RTP) project list? Why is the 2030 bike plan not on the unconstrained list? Roger explained that the entire bicycle network isn't a regional priority, which is Metro's focus.

### **Accommodating change in our neighborhoods: demolition, single-family housing stock and preserving the character of our neighborhoods**

Nan provided update on cross-coalition effort to address demolition in neighborhoods, notifications, etc. Several coalitions, including NECN, are working on an informational panel discussion to address the regulatory environment around demolitions and possibly also around context-sensitive design. SE Uplift is organizing a "demolition study group" to explore the regulatory loopholes around demolition notifications and advocate for timely notification for neighbors (right now, notification is not required on a demolition).

Don Rouzie reported that in Sabin, approximately 25% of the projects being built or about to be built are out of scale with the current housing stock in many cases. Homes with historic character, craftsman-style, etc. are being essentially bulldozed with little or no neighborhood notification, regarding environmental protection to the neighborhood. These homes could be deconstructed and reused/recycled for high-quality wood and other materials. Other houses are being torn down except for one wall, and classify as a "remodel" to avoid system development charges.

Jim Brown described similar concerns in Alameda, interested in community-sensitive input that Chapter 5 in the Comp Plan calls for. The request would be paying attention to existing setback in the neighborhood. Less concerned about larger homes replacing smaller ones, Chapter 5 seems to lay a groundwork for codes that could be developed.

Nan said that in mid-July when the draft comes out, that would be the time to make comments. Design standards/guidelines would be addressed after the Comp Plan gets finished.

Ted Buehler, Boise, asked about protections for preserving a house rather than tearing it down to build skinny houses. Lot lines can be reworked, but it takes longer and developers are in a hurry, which is an intrinsic problem.

Garlynn, Concordia, stressed the need for a "conscientious" developer at a forum around demolition and development. Don Rouzie mentioned Peter Kusyk, who has worked in Sabin and seems to be more receptive to some neighbors' concerns.

### **8:00 Subcommittee Updates**



### **Transportation: Metro's Draft Regional Transportation Plan**

Ed encouraged committee members to review Metro RTP project list which highlights NECN-specific projects. There are strategic ways to approach this list. If on financially constrained list, The "Yes" items in the handout. These are projects that are slated to move forward. If a project is further out than 2017, it will probably not move forward at this time.

[Makeagreatplace.org](http://Makeagreatplace.org) is a Metro survey in which residents can state where they would like to see money spent. Metro is also hosting three public meetings in April.

The Transportation Subcommittee, with LUTC's support, intends to write a collective letter for NECN board approval to submit to Metro RTP contact Lake McTighe.

### **Parks: Recent funding announcements for NECN parks**

Paul reported that Parks has committed more than \$100,000 in additional funding for Dawson Park ADA improvements. DOLAs are another issue that Grant Park raised; fencing DOLAs. Fernhill Park is also getting a new Splash Pad.

LUTC will be hosting a Parks meeting May 28<sup>th</sup> and is hoping to get additional input from neighbors at this time. Commissioner Fritz's staff will be present as will our PPR district liaison, Sue Glenn.

### **8:10 Advisory Committee Updates**

Mixed-Use Zoning in commercial areas: the advisory committee is currently reviewing existing conditions. Carol will keep us posted on neighborhood walking tours

Ed reported that an informal Neighborhood Coalition Transportation Committee gets together once a month on the first Wednesday, The next meeting is April 2<sup>nd</sup> in Cully; the following meeting is on May 7<sup>th</sup> at 1 p.m. at NECN. The group is currently discussing Metro's RTP.

### **8:15 2014 LUTC topics and advocacy efforts**

Claire passed out comment cards and asked each participant to respond to the following questions:

- What land use and transportation issues are most pressing in your neighborhood that you feel should be explored or addressed at the District Coalition level?
- Who could better inform us on these particular issues (speakers, organizations, etc.)?

Feedback will be discussed and topics will be prioritized at the April LUTC meeting.

### **8:25 Neighborhood Updates**

#### **Sullivan's Gulch**

Will host its 3<sup>rd</sup> annual Charrette on Saturday, April 26<sup>th</sup>, 1-4 p.m. at Grace Memorial Church

#### **Woodlawn**

Anjala reported that Ps & Qs markets made best 25 sandwiches in Portland Monthly; Tamale Boy has also opened on Dekum.



**Eliot**

Allan added that a new non-profit pub opening on Flint in Eliot, and Fringe Meatery is working on a Kickstarter campaign.

**Concordia request re: 20s bikeway**

Concordia's LUTC voted that within its boundaries, it would like to see the 20s bikeway be developed as a couplet on 29<sup>th</sup> and 32<sup>nd</sup> avenues. That couplet would extend beyond the borders of Concordia into Alameda. Garlynn Woodsong would like to see this as a proposal from NECN's LUTC.

The reason for the couplet is that it would serve 32<sup>nd</sup> and all points east as an alternative to 33<sup>rd</sup>. 29<sup>th</sup> is on the Portland bike plan, is currently used by bicycles. There is a dangerous crossing at Killingsworth. Currently, three alignments are proposed: 32<sup>nd</sup>, 29<sup>th</sup> and 26<sup>th</sup>.

Would it make more sense to find out what the recommendations are as a result of the input received at the open houses? Project manager is Rich Newlands.

**Allan Rudwick made a motion regarding the portion of 20s bikeway within NECN's boundaries, from Lombard to the top of the bridge at Regents, that NECN LUTC would write a letter supporting the recommendation of Concordia for two routes, one along 29<sup>th</sup> and one along 32<sup>nd</sup>.** Comments followed – no vote on first motion.

**Garlynn Woodsong puts forth a new motion that NECN LUTC draft a letter requesting that the 20s bikeway buildout occur for the section within NECN's boundaries** [along the following alignment as discussed in the meeting: From NE Sandy Blvd, it would travel north on NE 28<sup>th</sup> Ave across the overpass over I-84 to NE Wasco Street, where the primary route would swing west to NE 26<sup>th</sup> Ave, then continue north to NE Regents Drive, where it would then continue east up Alameda Ridge to NE 29<sup>th</sup>. At the top of the hill, it would split into two routes: one along NE 29<sup>th</sup> and one along NE 32<sup>nd</sup>. The alignment on NE 29<sup>th</sup> would continue north to NE Holman Street, then head west to NE 27<sup>th</sup> Ave, and finally north to NE Lombard Street. The alignment on NE 32<sup>nd</sup> Ave would continue along NE Regents Drive to NE 32<sup>nd</sup> Ave, then head north to NE Rosa Parks Way, where it would then head west to NE 29<sup>th</sup> Ave, continue north to NE Dekum Street, then west to NE 27<sup>th</sup> Ave to rejoin the other leg of the alignment for the final two blocks north to NE Lombard Street.] **Paul Anthony seconds. Motion carries.**

Garlynn will draft letter and will share with SG, GPNA, Alameda and Irvington with NECN staff support. Carol Gossett suggested including a map with the letter as a visual aid.

**9:01 Meeting adjourned**

*Next Meeting: April 23rd, 7:00 p.m.*

