

## MINUTES

### I. CALL TO ORDER: Chair Mark Frost called the meeting to order at 5:31

PRESENT: Commissioners Arthur Babitz (Chair), Mark Frost, Bill Irving, Sue Powers, Tina Lassen, Megan Ramey, Amy Schlappi

ABSENT:

STAFF: Senior Planner Kevin Liburdy, Associate Planner Jennifer Kaden, John Bosket of DKS Associates

### II. PLANNING DIRECTOR'S UPDATE:

None.

### III. PUBLIC HEARING:

#### **File No. 2020-25 - Transportation System Plan Amendment**

Consider draft amendments to the City's Transportation System Plan.

Planning Commission Chair Mark Frost read the procedural script and asked the Commissioners to disclose any bias or conflicts in this matter. There were none.

**STAFF REPORT:** Kevin Liburdy, Senior Planner, provided a power point presentation on the matter a timeline for adoption, background on the amendment and key recommendations. Liburdy noted that last month there was a virtual open house at hoodrivertsp.com with a bilingual survey that generated valuable comments. He will forward a summary of the survey findings to the commission, as well as written testimony that has been received.

**COMMISSIONER QUESTIONS:** Chair Frost asked if Planning Commissioners had any questions:

Commissioner Sue Powers asked:

- Location of connection of Ridgeline trail at Frankton Road. Liburdy said it's at proposed location of neighborhood connector intersection south of Covenant Christian Church.

Commissioner Amy Schlappi asked:

- If the cross-section for the minor arterial provided for ADA ramps at bus stop locations. Liburdy responded City Engineer has authority to approve modifications to planter strip for items like that.
- Was there consideration of conflicts between buses and bike lanes? Liburdy responded there is not a proposed detail; could consider different striping, paint colors or other methods. The City will be working with Columbia Area Transit on a plan for fixed-route bus stop locations and this issue should be discussed further.

- Does the minor arterial cross section provide sufficient width for truck turning radius at intersections? Liburdy responded that there is another detail of the design that includes a center turn lane at intersections that should allow sufficient width for turning.

Commissioner Tina Lassen asked:

- Was there consideration of adding width to the one separated bike lane on arterials by removing the on-street buffered bike lane. This might allow construction of a single 2-way separated bike lane instead? Liburdy did not believe a two-way bike lane was evaluated but he will discuss with the Engineering Department.
- Tonight's presentation mentioned adding Motor Vehicle projects to the plan and updating cost estimates; does project also include adding projects and updating costs estimates for bike/pedestrian projects? Liburdy responded that the amendments do include new bike and pedestrian system improvements as well as updated cost estimates.
- Are there details for the proposed traffic calming on 30<sup>th</sup>? Liburdy said many options are detailed in the Westside Area Concept Plan Report. Comments were received in virtual open house survey that express concerns about some options. Options will be considered by the City Engineer when needed.

Commissioner Megan Ramey asked:

- Will we get a summary of the comments received in the virtual open house? Liburdy responded that he just received a summary this afternoon and will share with the Planning Commissioners tomorrow.
- How does this tie with ODOT work at Exit 62 and along Cascade Avenue? Liburdy responded that a forthcoming streetscape project will look at the Historic Columbia River Highway State Trail from Westcliff to Downtown – it's not in the scope for this project. Also outside scope is the Heights Streetscape project. Ramey noted a current survey regarding Safe Routes to Schools as well.
- Is crash data used as a metric for intersection improvements? Liburdy believes crash data is considered when looking at intersection improvements on state highways. DKS consultant John Bosket added that it can be used depending on intent; it's typically used to help determine specifics of improvements.
- Asked why "Neighborways" are not being used to replace all previously designated Bike Boulevards as recommended by the commission. Liburdy responded that a conflict was identified in applying a Neighborway on several Collector Streets where bike facilities are planned. Staff understands Neighborways are not intended for through-traffic.
- Has the City Council considered publicly funding sidewalk improvements instead of asking developers to make those improvements, such as a bond measure for priority corridors? Liburdy said most sidewalk improvements occur when adjacent property is developed or improved but some can be city-initiated and funded. There has not been a large-scale effort such as a ballot initiative for bike/ped or trail improvements in recent past.

Commissioner Bill Irving asked:

- Is the separated sidewalk being added to local street cross sections in addition to curb-tight sidewalks? Liburdy responded it will replace the curb-tight sidewalk.
- How will that work in a situation with an existing curb-tight sidewalk? Liburdy said either with a transition or City Engineer has authority to modify if necessary.
- Is there an update on the intersection improvement (signal) at Rand & Cascade? Liburdy said it's moving forward; the cost has increased primarily due to realignment issues; funding will rely heavily on transportation SDCs and some funds collected through a proportionate share district for the intersection.

Chair Frost asked:

- What is planned south of the intersection of Wine Country and Mt. Adams. Liburdy responded that the alignment previously anticipated for a Minor Arterial street is now proposed to be a Neighborhood Connector street.

There were no other questions.

**PUBLIC TESTIMONY:**

Chair Frost asked for public testimony. There was none.

Liburdy explained he had received written testimony from a couple people and he will share that with Commissioners.

**MOTION:**

Commissioner Irving moved to continue the hearing to the March 15, 2021 Planning Commission meeting at 5:30 p.m. Commissioner Schlappi seconded the motion. The motion passed unanimously.

**IV. APPROVAL OF MINUTES**

Commissioners said they had not reviewed the draft minutes from the February 16, 2021 meeting. The item was postponed to the March 15, 2021 meeting.

**V. ADJOURN**

Frost adjourned the hearing at 6:17 p.m.

---

Mark Frost, Chair

Date

---

Dustin Nilsen, Planning Director

Date (Approved)