

SWNI TRANSPORTATION COMMITTEE

April 18, 2011 Minutes

Chair: Marianne Fitzgerald

Arnold Creek: Michael Dexter

Ashcreek: Roger Averbek

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW:

Hayhurst:

Hillsdale: Don Baack, Glenn Bridger

Homestead:

Maplewood: Karen Williams

Markham: Adam Reesse

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan

S Portland:

SWHRL: Andrew Holz

WPP: Jim McLaughlin

Guests: Robert Hopewell of ODOT; April Bertelson of PBOT

Visitors: Margot and Tom Wilson, Allison Santos, Paul Gleason, Laura Campos, Mark Lear and Ross Swanson of PBOT, Rob Gardner, Valerie Freeman, Joan Rohr and husband, Adam Reese

Staff: Leonard Gard

Minutes, agenda, introductions

April agenda is approved. March minutes are approved with the following correction: Under neighborhood reports, West Portland Park, second sentence, “not the diagonal one ...” should be replaced with “not the short square one...”

Barbur/Capitol Safety Study

Robert Hopewell conducts powerpoint presentation. PBOT and ODOT have been working together recently to improve safety at the Barbur/Capitol Hwy intersection. In the short term, they will increase pedestrian walk time for crossings on the east leg of the intersection, have a countdown signal, and close the west leg to pedestrians with signs and barriers.

In the near term, they plan to improve sight distance at the SE corner, extend the curb line at the SE corner and remark the crosswalk, replace the programmed signal heads with new LED signal heads, and improve the signs on Barbur that direct drivers to Barbur.

In the long term, they plan to close the transit left turn lane, improve the signal system, and improve the signage for lane assignments and turning prohibitions.

Overall improvements include a new ADA ramp, better drainage, improved pedestrian visibility, re-aligned crosswalks, upgraded signals, installation of pedestrian push buttons, closure of the southbound left turn lane, and extended pedestrian walk time. They will re-align the pedestrian crossings to improve sight lines to pedestrian signals. They have done a topography study and came up with a design to raise the grade at the SE corner to stop the puddling of rainwater.

ODOT will remove the programmed lenses on signals and install standard signals with visors. The programmed lenses (intended to limit the view of signals to drivers regulated by that signal) are bad because the wind blows the signal apparatus around and reveals the signals to drivers who are not supposed to see them.

The intersection has a dangerous problem: drivers going north through the intersection on Barbur sometimes get caught in the middle of the intersection on a red light and simply stop. Marianne recommends dedicating a left-turn lane; Wendy thinks the left lane already acts like that. Jim proposes getting rid of the southbound freeway entrance. Robert thinks that issue may be partially addressed in the high-crash study. He agrees the intersection does not function well; it was designed years ago for fewer cars.

Jim calls for a pedestrian refuge island at the east leg. Robert says ODOT is not recommending an island now for these reasons: the island would trigger ADA requirements, that part of Barbur is on a bridge over the freeway and getting electricity to a pedestrian island would be expensive, and if the budget increases too much they will lose their program funding. He says they will see how well their proposed changes succeed, and that they could consider a pedestrian island later. Don refers to a set of stairs to the east but Robert says it is not a part of this project.

The first project is to push the curb line out four feet, move the ADA ramps closer together, and install a new pedestrian signal pole and pedestrian pushbutton. Construction will start in early May. It will be tricky. They will have to tear up sidewalk. There will be lane closures at night. They plan to finish by June 30. Roger proposes a temporary lane for bikes. Robert reports that PBOT and ODOT are working on an IGA for work on the nearby intersection at Master Wrench.

Multnomah Blvd sidewalk design update

Rich Newlands is not available. Marianne reports that Multnomah NA will host an open house on April 25 regarding the Safeway redevelopment and proposed bike/ped/stormwater improvements on Multnomah Blvd.

HB 2001 sidewalk infill

April Bertelson reports and distributes a color map showing the sixteen SWNI Tier 1, 2, and 3 projects. Sam Adams allocated \$16 million of HB 2001 funds over the next two fiscal years, \$8 million to outer SE and \$8 million to SW Portland. There is no decision yet on how to spend all the money but there is a commitment to Multnomah Blvd improvements from the Barbur Safeway west to 30th. The opportunity arose to partner with BES and pool money. Design work still has to be done. The city will commit \$4 million for the project, half from HB 2001 and half from BES, for pedestrian, bicycle, and stormwater management improvements. The bicycle improvements will include enhanced improvements like cycle tracks. Improvements will include

a sidewalk on the north side, bicycle facilities on both sides, and crossing improvements. Rich Newlands will be the project manager.

In response to a question, Mark Lear and April say they haven't yet figured out a way to build a safe crossing in the vicinity of 22nd. Cars approach that location at high speed from both the freeway and the slip lane down from Barbur.

Glenn proposes picking up some of the cost for the project from abutting private property owners and from the Office of Emergency Management (occupant of the Jerome Sears Army Reserve site). April expresses concern that going for LID money would slow down the project.

Generally, PBOT is looking at our tier 1, 2, and 3 projects for HB 2001 money. They are shying away from Barbur but might spend money on feeder routes to Barbur. They may consider segments of Red Electric. Survey and assessment work has been done for a number of tier 2 projects, but PBOT is not yet ready to present anything to the public. There may be an open house in June. Building sidewalks to design standards is very expensive. So they are looking at alternative treatments that are more modest, but it takes time to discuss alternatives and tailor an alternative to a particular site and get an idea of cost. Some work has already been done on Vermont. Ross Swanson notes that when federal funds are involved, there is less ability to use alternative designs. Although federal funding was anticipated for Capitol Hwy, PBOT is open to using local funds with alternative designs. But pipes are needed for the stormwater management, leaving less wiggle room for alternative designs.

Adam proposes establishing more pedestrian districts. April says pedestrian districts are identified in the TSP. There is an upcoming technical update of the TSP. Pedestrian districts are generally not linear in shape to cover lengths of roadways. Instead, they shaped by zoning and often rounder in shape to cover small commercial areas in. Discussion takes place regarding the purpose of new sidewalk construction: is it to attract new pedestrians to a particular street segment or to provide a facility for current pedestrian use?

April reports that at the Marquam Hills project (#9), the community has hoped that parking fees could supplement funding for the project, and an LID will go ahead on 11th. But the project funding will still be short by about \$300,000. She proposes that it should be eligible for Tier 3 funding.

Roger asks whether HB 2001 projects are competing with greenway projects for the same money. April thinks not and Mark Lear says he has not seen competition. Ross: in June mention trip attractors.

Announcements

Marianne reports: Bureau budgets are going to City Council soon. Our biggest transportation projects in the CIP are the Boones Ferry/Stephenson intersection and Multnomah Blvd. Public comment starts soon—when Mayor Adams issues his proposed budget.

The high-crash corridor study will continue through this year. ODOT and PBOT will be looking at the entire length of Barbur. Ideas were discussed at the recent April 13 meeting at Markham

School. ODOT has jurisdiction over most of it, so cooperation is needed between ODOT and PBOT.

Neighborhood reports

Roger: Not a lot to report in Ashcreek. They are waiting for signs. There is a crosswalk safety and education program that conducts a decoy pedestrian sting. The Willamette Pedestrian Coalition now offers volunteer training to be a decoy pedestrian. Discussion takes place regarding good places in southwest to conduct stings.

Jim: A project on Capitol Hwy between Alfred and Luradel is moving slowly. So far they've done only ADA ramps and striping in three six-hour sessions. At building sites at Pomona and 37th, the city gave two building permits and at PBOT's recommendation did not require sidewalks.

Adam: Nothing new in Markham. They're still talking about speed bumps on Spring Garden St. Sandy reports that the new sidewalk (where someone stepped in wet concrete) has been repaired.

Michael: PBOT came to the latest Arnold Creek meeting regarding the Boones Ferry Rd/Stephenson intersection. The plan does not address speed. The redesigned intersection will improve visibility and that might cause increased speeds. PBOT has promised to consider a roundabout.

Glenn: Don and he participated in a B-H Hwy meeting regarding a high-crash corridor study on that highway. Bridlemile NA is pushing for it. Wendy Cawley was at the meeting. There was a Hillsdale main street meeting last week. Improvements on Sunset are still a priority. There was talk about where additional money may come from. They need to 1) spend more efficiently and 2) develop more sources of money.

Don: Don gives a report on the upcoming installation of a flashing beacon on Barbur at the Rasmussen Apts.

Andrew: Multnomah County finished plans for bike and pedestrian improvements to Scholls Ferry Road between the county line and Sylvan, but has no money yet for implementation. They are considering restriping the current paving to extend the center turn lane, which could create more shoulder space available to people walking or bicycling. There is no additional information regarding the Oleson Road realignment in Raleigh Hills.

Linda: She asks how Crestwood can establish a 30 mph speed limit on TFR to the county line and change a yield sign to a stop sign on TFR. Neighbors are talking about the deteriorating fence on TFR where it goes over Woods Creek.

Kay: Wednesday she's going to a MTAC meeting. There's an idea to change the system expansion policy for high capacity transit.

End