

**SWNI TRANSPORTATION COMMITTEE**  
**Multnomah Center**

**August 15, 2011 Minutes**

Chair: Roger Averbeck

Arnold Creek:

Ashcreek: Marianne Fitzgerald

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW:

Hayhurst:

Hillsdale: Glenn Bridger

Homestead: Anton Vetterlein

Maplewood: Karen Williams

Markham:

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan

S Portland:

SWHRL:

WPP: Jim McLaughlin

Guests: Sue D'Agnese, Mike Mason, Robert Hopewell, all of ODOT

Staff: Leonard Gard

Visitors: Keith Lyden, Don Baack, Wendy Cawley of PBOT

**Minutes, agenda, introductions**

July minutes are approved. Agenda is approved with the addition of the chair's report on RFF funding for Barbur.

**Conversation with ODOT staff**

*Barbur Blvd/Capitol Hwy intersection (south)*

Sue reports. Improvements include an extended curb at the SE corner, pedestrian activated signals, improved drainage, re-alignment of the crosswalks, improved visibility for pedestrians, extended walk time, improved signal heads with an adjusted orientation (easier for drivers to see), and new ADA ramps. Audible pedestrian push buttons will be installed. Extra pavement grinding was done. Jim and Roger report that they observed behavior of pedestrians and drivers at the SE corner and found conditions for pedestrians to be improved.

*Barbur bridges and exit to Capitol Hwy*

Sue reports. ODOT concluded that the estimated \$1 million cost of rehabilitating the two bridges with wider sidewalks is too great. To make the exit to Capitol Hwy safer for southbound bicyclists passing that exit, ODOT is proposing painting a long, green bike lane north of the exit and white skip stripes across the exit. They also plan to cut back vegetation. Glenn notes that the painting treatment does not communicate anything to drivers. Roger proposes signage, but Sue thinks any communication would be too wordy for a sign. Jim suggests covering green painted

bike lanes in the drivers' manual. Wendy says PBOT will be doing some education on this matter. Don says better lighting is needed and also suggests sharrows on the bridge pavement. Sue responds that experiments can be dangerous and that the bridges are not a good place for sharrows. ODOT is still considering ideas for improvements, including ramps so bicyclists don't have to lift their bikes to the sidewalk. ODOT also intends to repave the bridge deck. Roger has observed that only a small percentage of bicyclists use the bridge sidewalks, most use the roadway.

Keith has seen traffic counts that reveal that traffic on Barbur is similar to two lane cross sections like Multnomah Blvd. He proposes going to one lane each way for cars on Barbur on the bridges. The remaining one lane each way would be for bicyclists. Sue says that they studied it and concluded that it wouldn't work at peak times. She'll provide a report.

#### *Taylor's Ferry Road (TFR) at 41<sup>st</sup> and at Capitol Hwy*

ODOT is considering extending the sidewalk to create a more sharply angled turn for cars southbound on Barbur turning onto TFR. Cars cut into the bike lane making that turn. Jim notes the bike lane continues to be used as a right turn lane, even by police. ODOT is also considering closing 41<sup>st</sup> at the intersection. Several committee members advise that that is a bad idea. Drivers use 41<sup>st</sup> to avoid the congested TFR/Capitol Hwy intersection (a 4-way stop). Without 41<sup>st</sup>, cars will queue up even more. Sue reports a lot of crashes occur there. Linda reports that Walgreen's is opening at the former Castle Video site. Improvements associated with that opening might improve conditions at the TFR/Capitol Hwy intersection. Wendy reports that modeling shows constant backups there, so PBOT has asked Walgreen's to help pay for a traffic study. Signaling might reduce the traffic pressure. One idea is a left turn lane onto Cap. Hwy from TFR westbound. This would require removal of on street parking on TFR between SW 41st and Cap. Hwy, next to Barbur World Foods.

#### *Other projects:*

Luradel at Barbur will get a pedestrian island. The flashing beacon is ready to go in at the Rasmussen Apts on Barbur.

#### **Barbur/I-5 ramp widening**

Marianne reports: I-5 ramp widening will be done near the Tigard/Portland boundary at 60<sup>th</sup> and 64<sup>th</sup>. Three lanes will be created at 60<sup>th</sup> to facilitate traffic movement. Bike lanes and sidewalks need to be included in the project. She's concerned the widening will make the situation worse for pedestrians and bicyclists, and wonders where bicyclists will be able to safely cross.

#### **Regional flexible funds**

The city is choosing not to send the Barbur demo project to Metro for RFF funding. The city will recommend Foster, east Portland, and bike sharing for RFF funding. Sullivan Gulch also got cut out. Amanda's the only council member opposing the addition of bike shares for funding. Marianne heard that the city didn't want to improve Barbur now because the improvements might be torn out if high capacity transit goes in. The Barbur Concept Plan will be completed prior to availability of 2014 – 2015 RFF's, and HCT construction may be 20 years out. Marianne will testify before city council this Wednesday. Roger is disappointed that the Barbur project got cut out, because it has a lot of merit. It's a high crash corridor. He encourages comment and has a

petition people may sign. He has concerns about the bike sharing program. It may not meet Metro guidelines for RFF. He questions how it can meet the needs of low-income people. It's not in the RTP, and has not gone through a community involvement process. Roger thinks that Metro will make sure that projects meet RFF criteria, but Marianne thinks that at this stage, Metro will not overrule city requests.

### **Burlingame sewer line**

Glenn reports: He, Jim M and Roger met with and had a good conversation with BES staff.

Main points:

- 1) Construction will start immediately with removal of trees and utility work.
- 2) The Multnomah exit and entrance to I-5 will be closed for 45 days. Per agreement with the business association, the closure must be finished by November 18, so as not to interfere with the holiday shopping season.

Signage needs to be out as far as possible. Much of the traffic coming into the construction area is from Washington County. Signage should go back to Oleson Rd. Eastbound drivers on Multnomah Blvd wanting to go northbound on I-5 will be directed south at 40th on Cap. Hwy to the Huber on ramp in the West Portland Crossroads. Southbound drivers on I-5 will be directed to the Bertha exit, but may also use the Barbur exit at SW 24th. PBOT needs to have resources out in order to quickly respond to problems. Starting Sept 6 there will be only one lane open on Multnomah Blvd between 22<sup>nd</sup> and 31<sup>st</sup>. The slip lane from Barbur down to Multnomah westbound (at Safeway) will remain open. Glenn feels that PBOT should not feed traffic on to Multnomah; the traffic needs to stay on Barbur. Multnomah Village businesses are concerned about negative impacts from the construction and detours.

Other points: The work will also put pressure on TFR; help is needed there. The sewer work will be on both sides, making the interference with traffic worse.

Glenn will be the committee's lead on this issue. We'll ask BES staff to come to our Sept meeting. Information has to get to the neighborhoods. We want maps of the detours. There should be coverage in the SWNI paper, asking people to support local businesses and asking drivers to plan alternate routes. Discussion takes place regarding detours. Instead of focusing on having detour signs close to the construction, we need people to take alternate routes starting far away from the construction. There may be lots of traffic on SW 24th at Barbur; so the signal should be re-timed.

**Chair Report:** Paving on Multnomah Blvd is nearly finished. There was a meeting Wednesday night regarding the Maplewood bike boulevard/greenway. The Ashcreek and Multnomah neighborhoods are discussing traffic calming on Garden Home Road. Neither n-hood asked for traffic calming, and there is no official proposal yet from PBOT but the subject is controversial with widespread misinformation. Roger met with Mark Lear, requesting better information on traffic calming be made available to the public.

### **Neighborhood reports**

Linda: Crestwood sent a letter to the owners of the property containing the bad fence at TFR over the stream. The writer thanked the n-hood for its patience and said the owners will look into

options for repair. Linda still wants a guardrail in the ROW at that location. Draft drawings from PBOT show two lanes with a rebuilt sidewalk and a curb over the stream. The new Walgreen's store will build out to the road. Don reports the two urban trails cross that location. Linda is encouraged that the city appears to be looking at serious improvements. The speed limit is still under study.

Marianne: SWNI is starting to consider what should happen with the SWNI Trail Committee.

Karen: The greenway open house was a success. 92 people attended, and more supported than opposed the project. TriMet will come to a Maplewood meeting to talk about bus service in that n-hood.

Jim: He got an email from Chris Scarzello regarding the Walgreen's development. She has a proactive video regarding problems there.

Kay: Regarding Safeway, trucks are the big issue. Where will they go once they get on Multnomah Blvd? Moses may write a letter calling for the truck to stay on Multnomah all the way to Oleson. Discussion takes place about possible routes, including 24<sup>th</sup> and 22<sup>nd</sup> from Multnomah to Barbur. All the possible routes have problems. Safeway will do a test, having professional truck drivers to drive the possible routes and give their recommendations. Glenn reports that another problem is that this is an expansion of Safeway. There will be an increase in customer car trips, and 25% of those trips will be on Capitol Hill Rd.

Marianne moves that SWNI send a letter calling for Safeway to continue work on traffic circulation issues for all transportation modes, and that we'll work with them to alleviate these concerns. Jim seconds and **motion is approved unanimously.**

Don reports that an independent Trails group is organizing. 22 people attended a meeting. They will continue to do the same things they've been doing.

Glenn: People on Sunset Blvd are happy about proposed improvements there. Hillsdale is dealing with a land use issue: a proposal by Chase Bank to open a bank on Capitol Hwy.

End.