

SWNI TRANSPORTATION COMMITTEE

December 20, 2010 Minutes

Chair: Marianne Fitzgerald

Arnold Creek:

Ashcreek: Roger Averbek

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW: Charles Radosta

Hayhurst:

Hillsdale: Glenn Bridger, Don Baack, Wes Risher

Homestead:

Maplewood: Karen Williams

Markham:

Marshall Park:

Multnomah: Kay Durtschi, Zach Horowitz

S Burlingame: Sandy Morgan

S Portland:

SWHRL:

WPP: Jim McLaughlin

Guests: Sue D'Agnese, Ron Kroop, Wendy Colley, and Robert Hopewell, all of ODOT

Visitors: Laura Campos, Paul Gleason, Lee Buhler

Staff: Leonard Gard

Minutes, agenda, introductions

December agenda is approved. November minutes are approved. During introductions, people who attended the vigil for Angela Burke talk about the vigil.

Barbur/ Capitol Hwy/I-5 ramp intersection safety study

Sue D'Agnese, ODOT Region 1 Traffic Manager, gives a report and power point presentation on a safety study ODOT is doing on the intersection of Barbur and Capitol Hwy at the southbound I-5 freeway entrance (the power point is now on the SWNI website, Transportation Committee page)

Sue: The intersection is problematic because it's big, it's skewed at 38 degrees (Barbur and Capitol don't intersect at right angles); there is an I-5 entrance ramp; much of the intersection is on a bridge over the freeway, making street expansion very expensive and difficult; and it serves many users, both local and regional. The intersection was designed in 1959. Glenn notes that the design was intended to accommodate traffic levels anticipated by 1979.

Factors contributing to accidents include:

Roadway problems: 34% of accidents.

Driver error: 93% of accidents.

Vehicle problems: 12% of accidents.

In doing a safety review, ODOT considers:

- Striping, signage, and illumination.
- The condition of pavement surface and any bridges.
- Improvements to pedestrian facilities.
- Collision diagrams and crash data.
- Influence of nearby intersections.
- Operations of interest.

10-year crash data for the intersection reveals the following:

- The intersection is in the top 15% for the SPIS.
- The total number of crashes per year has remained steady except for an unexplained spike in 2003.
- Rear-end, turning, and angle crashes are the leading cause of 82% of crashes. Driver errors include disregard of traffic signals, particularly by north-bound drivers; illegal turns, driving too fast, and following too closely.
- Visibility of pedestrians for drivers is very poor at the SE corner of the intersection.

Only 50 to 60% of all crashes are reported, but a high percentage of serious crashes are reported. Jim suggests that ODOT should get data on ambulance runs and reports that the Portland Fire Bureau keeps records of ambulance runs. Sue notes that some states—but not Oregon—require that police respond to all car crashes. She says federal HIPPA law prohibits use of some information. ODOT does have a crash data unit. Sue displays a power point slide that shows eight separate intersections close to the main Barbur/Capitol intersection.

Sue sets out potential solutions:

Near-term solutions that could be done as early as summer 2011:

- Improve the sight distance for drivers at the SE corner of the intersection.
- Extend the sidewalk and re-mark the sidewalk at the SE corner.
- Improve signage on Barbur for drivers wanting to turn onto Capitol Hwy.

Short-term solutions:

- Increase pedestrian walk times.
- Install a count-down pedestrian signal head.
- Install “cross walk closed” sign and a barrier to stop pedestrians from crossing Barbur at the west end of the intersection.

Long-term:

- Close the left turn onto Capitol Hwy for buses turning to the south.
- Improve the entire signal system.
- Install overhead signage for lane assignments and turning prohibitions.

Roger calls for better maintenance to keep up current striping. Jim calls for better drainage at the SE corner, where there is always a puddle except in the summer. Sue says there is no decision yet on a space for a left turn (from Barbur north-bound onto Capitol Hwy ????). Don says it will benefit pedestrians. Don calls for a new south-bound freeway entrance ramp at the pancake

house. Sue says she will add these ideas to the pot of safety solutions. She also proposes louvers on signals to block drivers from seeing signals they shouldn't see.

Sue talks about the four E's: engineering, enforcement, education, and emergency management services. ODOT wants to improve engineering. Education is important; people drive too fast and are distracted. Enforcement needs more ticketing of errant drivers. Emergency management is also important; the sooner emergency personnel arrive, the better the chance of saving a life.

Sue reports that several planning studies are now taking place. They include the SW corridor refinement plan and the SW corridor transit alternative analysis, both joint projects of Metro, ODOT, and TriMet; the Barbur concept plan; the Tigard 99W land use plan; and the Tualatin 99W corridor plan. Discussion takes place regarding the lawsuit that a homebuilders' association filed to stop Metro from construction excise tax money to the City of Portland to do a land use planning on Barbur. Jim reports that Metro prevailed in Multnomah County but there is now an appeal in process.

Roger asks about access management on Barbur, and whether ODOT, as part of its planning, is taking into account the effect of driveway access to Barbur. Sue says yes. Marianne mentions a plan already done—the Barbur Streetscape Plan. Don notes that plan excluded the intersection of Barbur and Capitol Hwy.

Sue mentions on-the-ground projects taking place now or soon to begin. They include ODOT's big Iowa viaduct replacement on I-5, which is putting more cars on Barbur; water quality treatment at 26th and Barbur Ct; water quality treatment at the Barbur transit center, sidewalk infill at Barbur/26th and on Barbur in South Portland. Being discussed is a Capitol Hwy pedestrian crossing with a pedestrian island at Alfred. Also, PBOT is finishing a concept refinement plan for Capitol Hwy between the Multnomah viaduct south to Taylors Ferry Rd. They are also looking at a pedestrian island at Capitol Hwy and Alfred. It could go in as early as June 30, 2011. Brief discussion takes place regarding the Friends of Barbur Bridges. They want improvements to three bridges, including Vermont and Newberry. The friends group has a Facebook page.

Marianne calls for bringing Barbur forward and making it safe. It hasn't changed much since 1934. The committee has made recommendations regarding improvements. It is hard for pedestrians to cross Barbur at the transit center. Don asks ODOT to keep us current on projects. Wendy is willing to do that quarterly. Jim asks that the ODOT guests return in April. Sue says she'll keep us apprised of what's happening. Marianne notes that just the one mile segment of Capitol Hwy from the Multnomah viaduct to TFR is estimated to cost \$1.9 million. Much of the cost is for stormwater improvements. Wes talks about inequity in the way Portland residents are charged for capital improvements. SW residents, for example, pay for the cost of CSO (combined sewer overflow) improvements but we don't contribute to the problem (because in SW Portland, except for the South Portland NA, nearly all stormwater runs into streams that are separated from the sanitary sewer pipe system).

Multnomah Blvd

Discussion takes place regarding a SWNI letter to Dean Marriott and Sue Keil that would call for full overlay paving for Multnomah Blvd after all improvements are finished. Glenn moves the SWNI send a letter to PBOT, the Water Bureau, and BES that the entire length of Multnomah Blvd get a full overlay, and by consensus, that copies of the letter go to city council and the city auditor. **Motion is seconded and is approved unanimously.**

PBOT Budget Advisory Committee

Marianne reports that the BAC had six meetings over two months. Only three projects in the SWNI area are on the capital improvements list. There is a huge cluster of projects in the central city. She and others did make progress in arguing that there is no geographic equity in distribution of money. A budget memo came out on November 16. An upcoming Curbsider brochure will include a survey on budget issues. Bonnie McKnight will have the PBOT budget at the upcoming meeting of the citywide land use committee. The final budget recommendation is due on June 1

Leaf pick-up policy was also discussed at the BAC. Wes notes that in SW we already pay a terrain charge for garbage pick-up. The BAC is studying a city-wide charge for street cleaning. Discussion also takes place regarding plugged drains.

Neighborhood reports

Glenn: The next meeting of the Hillsdale town center group will be in January, the date has not yet been set.

Roger: Jack Klinker proposed a study of GHR and vegetation thereon, with the purpose of proposing a plan to remove vegetation and educate landowners to remove vegetation that intrudes on space used by pedestrians. Roger will be on the new Bicycle Advisory Committee.

Lee: The construction contract between the contractor and the city for the Gibbs St bridge has been signed. The contractor, Wilding Construction, will be at an upcoming SPNA meeting. SPNA may also invite Jason Tell of ODOT to join the same meeting to talk about the recent pedestrian death on Barbur and what can be done to prevent more death and injury. One idea: lower the speed on Barbur and/or have one consistent speed limit for the length of Barbur.

Sandy: The new sidewalk on Spring Garden Street at Capitol Hill ES is in. Work continues on the abutting bioswale. The sidewalk is great; it stops drivers from parking where students should be able to walk. Mediation of the speed bump controversy did not go well. A letter setting out the proposal to add three to four more speed bumps along Spring Garden just went out. That might bring out new opponents who won't want new bumps located near their houses. Discussion takes place regarding who will pay for the new bumps. It looks like SR2S money will pay for it.

Charles: FSNA is keeping tabs on the proposed remodel of PCC Sylvania. Marianne notes that 60th at Barbur will be reconfigured for the remodel.

Kay: Metro says there is political bickering regarding the issue of a streetcar line over the new Sellwood Bridge. Mayor Adams wants rails to be laid when the bridge is built. At the upcoming

MuNA meeting, a priority item will be the issue of the traffic configuring at the Old Capitol Hwy segment below the Multnomah viaduct. There is no new news regarding the Safeway store.

Glenn: the Fred Meyer store renovation works is moving along. Roger says Fred Meyer is conducting a Survey Monkey survey. People can make comments on the renovation project.

Don: The city is shopping is proposed state legislation on right-of-way liability.

End

Glossary, definitions, explanations:

BPS	Bureau of Planning and Sustainability
BTA	Bicycle Transportation Alliance
CMAQ	Congestion Mitigation/Air Quality: a federal program that funds transportation related work that helps reduce air pollution. Pronounced “seemak.” Also, see MTIP below.
COP	City of Portland
ES	Elementary school
GHR	Garden Home Road
GTR	General transportation revenues: the money PBOT gets from the state gas tax and parking fees. This is important money because it is discretionary money, i.e., money that can be used for any purpose. Much of the money PBOT receives from the federal government and other sources is earmarked for specific capital projects.
HCT	High capacity transit
HS	High school
JPACT	Joint Policy Advisory Committee on Transportation: Metro’s lead committee on transportation funding and planning. Portland’s representative is the commissioner in charge of PBOT.
LID	Local improvement district
LOS	Level of service. This refers to the functional capacity of a street to handle motor vehicle traffic.
Modes	Modes of transportation, e.g. bicycling
MPO	Metropolitan planning organization: required by federal law for urban centers of 50,000 or more residents. MPOs receive federal money.
MS	Middle school
MTIP	Metropolitan Transportation Improvement Program: The process by which most federal and some state transportation money is distributed in the Portland metro area. It is flexible in its use by local jurisdiction and is referred to as flexible funds. Flexible funds are from two federal programs: The Surface Transportation Fund and the Congestion Mitigation/Air Quality program (CMAQ). Federal transportation dollars can also come from separate earmarks in federal legislation (sometimes called pork barrel projects). Also, see STIP below.
NA	Neighborhood association
ODOT	Oregon Department of Transportation
PAC	Pedestrian Advisory Committee

PBOT	Portland Bureau of Transportation
ROW	Right-of-way
RTP	Regional Transportation Plan: Metro's transportation plan
SDC	System development charge. Oregon law allows cities and counties to charge developers a fee for the impact their developments will have on urban infrastructure. The fees can only be spent on projects that accommodate the impact of development. SDCs can be charged for various kinds of infrastructure improvements: parks, transportation, water, and sewers.
SR2S	Safe routes to schools
STIP	State Transportation Improvement Plan: the state plan, of which MTIP is a component.
TAC	Technical advisory committee
TDM	Transportation demand management: various strategies to manage the demand on the transportation system, primarily auto demand. Strategies include carpooling, transit, biking, walking, work from home, etc.
TFR	Taylor's Ferry Road
TMA	Transportation management association: an association of businesses and institutions in a particular area that works to resolve transportation problems in that area, often by using TDM techniques.
TOD	Transit-oriented development: This term of art refers to residential developments with a location and design that encourages residents to use transit. It means the property owner is seeking or getting a property tax break for the TOD development.
TPAC	Transportation Policy Advisory Committee: High level committee at Metro. Makes recommendations to JPACT.
TPR	Transportation Planning Rule: the Oregon Administrative Rules that relate to transportation planning. Among other things, the TPR calls for reducing per capita VMT.
TSDC	Transportation system development charge. See SDC above.
TSP	Transportation System Plan: Portland's transportation plan. Portland and Metro worked together to harmonize the TSP and Metro's RTP.
URA	Urban renewal area
VMT	Vehicle miles traveled: a primary statistic in transportation planning. Per capita VMT is a related primary statistic.
WPC	Willamette Pedestrian Coalition
WPTC	West Portland Town Center

Neighborhood associations:

ACNA	Arnold Creek NA
ANA	Ashcreek NA
BNA	Bridlemile NA
CVNA	Collins View NA
CrNA	Crestwood NA
FSNA	Far Southwest NA
HNA	Hayhurst NA
HiNA	Hillsdale NA

HoNA	Homestead NA
MkNA	Markham NA
MaNA	Maplewood NA
MPNA	Marshall Park NA
MuNA	Multnomah NA
SBNA	South Burlingame NA
SPNA	South Portland NA
SWHRL	SW Hills Residential League
WPNA	West Portland Park NA

Schools:

ES	elementary school
MS	middle school
HS	high school