

SWNI TRANSPORTATION COMMITTEE

February 16, 2011 Minutes

Chair: Marianne Fitzgerald
Arnold Creek: Michael Dexter
Ashcreek: Roger Averbeck
Bridlemile:
Collins View:
Crestwood: Linda Niles
Far SW: Charles Radosta
Hayhurst:
Hillsdale: Don Baack, Glenn Bridger, Wes Risher
Homestead:
Maplewood: Karen Williams
Markham:
Marshall Park:
Multnomah: Kay Durtschi
S Burlingame: Sandy Morgan
S Portland: Jim Gardner
SWHRL:
WPP: Jim McLaughlin
Guests:
Visitors:
Staff: Leonard Gard

Minutes, agenda, introductions

February agenda is approved. January minutes are approved.

Updates

Multnomah Blvd paving:

Marianne gives report. The SWNI board did send a letter calling for full repaving of Multnomah Blvd. The city has responded saying they will fully repave the street from 31st to 45th. Roger reports that most patch work is done. Final patching will be done after all the work is done moving the water line. Some other work will have to be done, e.g. lifting manhole covers to a higher street elevation. The patching is part of the contractor's duties and there will be a 2-year warranty on the work. Work was supposed to be finished in March but now it looks like it will take two more months. For patching to be done, the roadway needs to be dry and the temperature needs to be 40 degrees or over.

Don notes that in the patching jobs the underlying gravel is often not properly compacted, leading to subsidence years later. The city should check the condition of the roadway shortly before the warranty period ends.

The city had no response to our demand for bike paths. Kay notes that the unnamed street issue is still unresolved. Nothing can be done until the Multnomah project is done. Then the Multnomah NA will appeal to the city to have the issue addressed.

Multnomah Blvd sidewalks:

Roger reports: The Multnomah Blvd bike/pedestrian open house will be tomorrow. Rich Newlands is the city contact. The open house is about Multnomah Blvd from 31st to 22nd. It's a joint PBOT/BES project. Here's what they propose:

- Fill all sidewalk gaps on the north side.
- No sidewalk work will be done on the south side. It would be expensive; retaining walls would be required.
- Redo bike lanes on both sides with 7-foot lanes.
- Install stormwater facilities consisting of infiltration trenches. It's unclear whether curbs will be put in.

Roger discusses crossings of Multnomah Blvd in the above segment. The armory will be a good place for a crossing. It would be too expensive at 22nd; a light would be needed. Whatever is done should be coordinated with the Safeway project. Roger explains the difference between standard bike lanes and cycle tracks. Particularly where a cycle track is at a raised elevation, there is an issue of maintenance. Street sweepers may not be able to clean them.

The work will follow the Burlingame sewer project, and will be funded by BES and HB 2001. Glenn suggests assessing abutting property owners and says the issues of the Barbur ramp down to Multnomah Blvd and a safe 22nd Ave crossing belong in the Barbur corridor study. Regarding that corridor study, City Council just approved accepting a grant from Metro to do the study. It will be funded by construction excise tax money. A homebuilders' association has challenged the funding in court and the matter is still on appeal. If the appellant wins the city will have to return all or part of the money to Metro.

Safeway redevelopment:

Marianne and others report on the recent meeting with representatives from Safeway. Issues addressed at that meeting include the following:

- Safeway is proposing a podium design with the store above ground level parking.
- The discussion was mainly regarding transportation issues, and truck movement.
- Safeway has bought residentially zoned property on the west side that will be part of their site. They will seek a rezoning of that property
- The community may want to seek lower speed limits on the slip lane, the freeway off-ramp, and Multnomah Blvd.
- Safeway wants to keep the bus stop close to Capitol Hill Road.
- There are questions about the Capitol Hill Rd leg of the intersection with Barbur. With the bus stop so close to the intersection, will right turns on the red light be allowed from CHR to Barbur? How will left turns from Barbur to CHR be signalized? Will CHR be widened at the intersection with Barbur, maybe to three lanes for right, left, and straight through? What impacts will there be on CHR?
- The north/south truck lane on the west side of the property will attract bike and pedestrian use. Roger calls for a sidewalk and bike lane.
- Roger notes that the pedestrian signals at the CHR/Barbur intersection do have countdown pedestrian heads, but the timing may have to be tweaked.
- The proposed 11-foot sidewalks and bike parking look good.

Sandy notes that a lot of the foot traffic at the intersection is not related to Safeway; it's related to the bus stops and Tobacco Town.

No transportation study has been done yet. Marianne thinks it's a good time to submit comment. Roger invites ideas for improving the projects. Ideas raised by committee members:

- A cart corral is needed.
- Carts should have electronic chips that stop them from being rolled away from the site.
- A shaded dog area is needed.
- A roof should be over at least part of the bike parking.
- A drinking fountain is needed.

Transportation safety summit

Roger attended the recent transportation safety summit in east Portland. It was basically a show and tell followed by breakout sessions. The event was marred by politicians and agency heads who spoke way too long. The speeches were followed by break-out sessions that were all held in one room creating a chaotic situation. Glenn notes that such events have one attribute: it's an opportunity to network with bigwigs. So it's astute to be there.

Pedestrian advisory committee

PBOT is considering applying for a number of grants for the following planning projects: sidewalks in the outer east side, pedestrian improvements on east Burnside, the southwest quadrant of the central city plan, an alternative mobility standards study, and a context-sensitive street design manual.

Metro planning

Metro is proposing an active transportation corridor study that included Barbur and feeder routes and a Lake Oswego to Portland trail. Metro hopes to better coordinate plans. Marianne complains we don't have enough say, and questions how we can communicate our needs. We have to keep in mind city goals.

West Portland Crossroads

Kurt Kruger has reported that Chase Bank may open office in the Crossroads area, and that Walgreen's may move into the former Castle Video site. The city may push for a light at that intersection.

Trails

Don reports that Kurt Kruger is working on a project to refine ROW standards for streets. The project may help clarify trail standards for vegetation.

Neighborhood reports

Ashcreek: Discussion takes place regarding the Tualatin Valley Water District proposal to build new water tanks in the Garden Home area.

Hillsdale: The Capitol Hwy Bridge project is way overdue. The Hillsdale Main Street program was officially launched last Thursday at an event with food and music.

Trails: Don reports that Trails will meet on March 16 and discuss bike boulevards. Jason Tell announced that there will be a better crossing at 4900 SW Barbur.

Crestwood: Linda reports that their Multnomah paving letter did not get out.

South Portland: Jim G reports that work on the Gibbs St bridge is beginning. They received a letter from Sylvia regarding closures. The Corbett exit will be closed during part of the bridge construction. A bioswale will be installed in Duniway Park.

Multnomah: Kay reports on current issues: The unnamed street is still at issue. The NA just reaffirmed support of emergency management at the Sears Armory site. Umpqua Bank has a program by which it will entertain ideas for community projects, and give up to \$10,000 for the project it picks.

Arnold Creek: Michael reports that there is conflicting information on proposals regarding the Stephenson/Boones Ferry Rd intersection.

End