

SWNI TRANSPORTATION COMMITTEE
Multnomah Center, Room 29
Monday, August 15, 2011
7:00 – 9:00 pm

July 18, 2011 Minutes
Chair: Roger Averbeck
Arnold Creek:
Ashcreek: Marianne Fitzgerald
Bridlemile:
Collins View:
Crestwood: Linda Niles
Far SW:
Hayhurst:
Hillsdale: Glenn Bridger, Don Baack
Homestead: Anton Vetterlein
Maplewood:
Markham:
Marshall Park:
Multnomah: Kay Durtschi
S Burlingame: Sandy Morgan
S Portland: Jim Gardner
SWHRL: Andrew Holz
WPP: Jim McLaughlin
Guests: April Bertelsen, Andrew Aebi, Dan Layden
Staff: Leonard Gard
Visitors: Laura Campos, Paul Gleason

Roger thanks Marianne Fitzgerald for her work over the last four years as committee chairperson. Marianne arrives minutes later and receives applause led by Glenn.

Minutes, agenda, introductions

July agenda is approved with removal of review of action plan. June minutes are approved with one clarification and one correction: The reference to ramps with level sections for wheelchairs probably referred to the harbor structure for light rail, not the Gibbs St Bridge. Roger attended the ODOT STIP open house. The open house was at the ODOT offices at Flanders St, not at Powell's.

HB 2001

April returns with more information regarding funding for our HB 2001 projects. She reports:

The city has approximately \$8 million in HB 2001 money for the SWNI area. She proposes:

For Year 1 funding:

SW Multnomah Blvd from 34 th to Barbur (with \$2 million more from BES)	\$2,000,000
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SW 11 th from Gaines to Gibbs	300,000
SW Huber from 37 th to 43 rd (this is full funding for this project)	1,200,000
SW Sunset from DeWitt to 18 th (this is full funding for this project)	800,000
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	\$4,300,000

For Year 2 funding: (no cost estimates for individual projects)

SW Capitol Hwy from GHR to TRF	
SW Spring Garden from 19 th to TFR and 19 th to Barbur	
SW Vermont from 30 th to 37 th (possibly a fourth project)	
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	\$3,700,000

Spring Garden and Vermont might be similar in cost to Huber, maybe \$2 to 3 million to do both. Cost is mainly a function of the length of the project and the width of the improvements. PBOT may not get the expected \$8 million; HB 2001 (an increase in the gas tax) is not bringing in as much money as expected.

April and Dan go into more detail regarding the proposed improvements:

Huber: Sidewalk on the south side only, an 8-foot wide curb-tight sidewalk, retaining walls where needed, stormwater planters where needed, and a crossing at 40th.

Sunset: Sidewalk on NE side only, 8-foot wide sidewalk separate from the roadway with a planting strip, keep the wide shoulder on the south side for bicyclists, with the widened sidewalk on the NE side for bicyclists going uphill, retaining walls where needed, stormwater planters, and a crossing at 18th Drive. The downside; the proposal eliminates parking on Sunset. Glenn asks for a PDF of PBOT's project poster. Don says it can be shown at the Hillsdale farmers' market. Dan says the Huber project has been surveyed, but not Sunset. So the Sunset proposal is more conceptual.

11th: Curb-tight sidewalks on both sides that are 7 to 8 feet wide, and a 30-wide street. This is Andrew's project. He hopes to have street trees. This section of 11th is a transit street. Anton notes there is lots of pedestrian traffic. Now, pedestrians are being forced into the travel lane for cars.

Discussion takes place regarding fact that not LID is being proposed for the SW 11th project. These points are made:

- There did not appear to be support for a LID
- The project has been scaled back to just three blocks where the bus runs. There is one waiver of remonstrance in the project area.
- An LID would have delayed construction by at least one year.
- 11th is built out more than other projects on the HB 2001 list. There is existing stormwater conveyance. Curb lines have to be established but widening is not needed, as is the case for Huber and Sunset. Corners will be done.

- \$71,000 a year in meter money is available.
- By creating a curb, this project will define the parking spaces and result in a reduction of on street parking. Now, lots of illegal and nose-in parking is taking place. Landlords are illegally renting parking spaces that in fact are within the ROW.

Glenn and Don support a LID. Don says if one is not done on 11th it kills it for anywhere else. Roger notes this is a tier 3 project.

April and Dan ask for our comments on the Year 1 projects. For Year 2, they want to know whether we want to use HB 2001 money on Capitol Hwy or prefer to see the money spread out on several smaller projects. 43.7 million is not enough to do Capitol Hwy alone. But if more money can be found, a sidewalk could be done on one side on Capitol Hwy. Jim M notes that the Cap Hwy CAC learned that building a sidewalk on one side save only about 20%. Dan says the Cap Hwy project they could do would probably be a project that the CAC rejected. It's not likely PBOT will get a Tiger grant. PBOT recently received one. They can consider that. the question is would a project we come up with be competitive. Glenn likes the idea of putting together a big package of money for Capitol Hwy.

Discussion takes place regarding the choice of Sunset over Spring Garden in Year 1. April notes that Sunset is a smaller project that they could knock off the list. Dan notes that cost estimates are art as well as science. Half of the Capitol Hwy estimate is in contingency alone. Don thinks we don't have to do the projects in order, that PBOT needs to do some evaluation, and that we didn't have all the facts when we voted, e.g., safety issues. Roger says we need the same set of information for each projects so they can be fairly compared, issues like safety, and traffic and pedestrian use. Volunteers this Septmber will be doing pedestrian and bike counts at selected sites in SW Portland. April says she'd like to come back to one of our meetings this fall.

Regional flexible funds/Metropolitan Transportation Improvement Program

PBOT sent five projects to Metro as candidates for RFF. April distributes the project summary from PBOT and feedback from Metro. The PBOT request is for \$2,000,000 with a local match of \$250,000. The five projects will need to be winnowed down to two or three. Our feedback will be considered. Metro has maps based on census tracts. Barbur doesn't compete well here and it's an important criterion.

April reports: Our May 26, 2011 letter endorsing RFF for the east half of the Barbur Streetscape Plan demonstration project plus an extension from 19th to Moss. There is not enough money for the whole segment we want to improve. April asks what is most important to us. Do we want to go with the demonstration project or do we favor the 19th to Moss segment? And what are our priorities within the demonstration project?

Don notes that 19th northeastward is the worst segment for bicyclists and pedestrians, and that we need to look at the active transportation issue here. Money is now being spent in Multnomah and it is equitable to spend money in Hillsdale. Marianne favors the segment from 19th southwestward short of 26th. Jim says fewer people get access to Barbur from the Moss section than from other sections.

April reports that TriMet supports both the Foster and Barbur project. The Barbur project gives a lot of access to Barbur, and is compelling because it fills in some last gaps.

Kay urges we talk to Metro. Amy Rose is April's contact at Metro. April notes that the Barbur Streetscape is an older document now (finished in 1999) and new issues have since arisen that the plan does not address.

Glenn notes that 19th to Moss is important because it is the segment most dangerous for bicyclists and pedestrians. There are no options like alternative parallel roads. It's the biggest problem. Kay favors the demo area. For Roger, the highest priority is to get on the city final list of three projects. Jim G has idea of lowering costs by focusing on safety improvements—but if it means getting nothing if we support 19th to Moss, he'd favor 26th to 19th. Roger asks April to get back to us before our next meeting. The project narrative to Metro is due by August 29.

Announcements

- This Wednesday, July 20, is the Barbur/TFR decoy operation.
- Stephen Sykes sent out an update on the Multnomah Blvd sewer project. Paving starts on August 1.
- On August 17 there will be an open house on the proposed Maplewood greenway.
- On August 1, there will be a public meeting on proposed speed tables on GHR.
- We received a letter from Jason Tell of ODOT in response to our letter regarding improvements on the Newbury and Vermont bridges. Marianne will have a meeting with him on July 27.
- The Sam Jackson Parkway Rd is closed. Drivers going to OHSU have to use Campus Drive. Anton reports that so far the closure has not been too terrible for the neighborhood.
- Regarding the Burlingame trunk sewer (the gravity line east of 31st and Multnomah), a map should be out by August 9 showing eastbound detour routes. Sandy says she was told there would be no detour signs.
- End