

SWNI TRANSPORTATION COMMITTEE

June 21, 2010 Minutes

Chairs: Marianne Fitzgerald
Arnold Creek:
Ashcreek: Roger Averbek
Bridlemile: Greg Schifsky
Collins View:
Crestwood:
Far SW:
Hayhurst:
Hillsdale: Don Baack
Homestead: Susan Egnor
Maplewood:
Markham:
Marshall Park:
Multnomah: Kay Durtschi
S Burlingame: Sandy Morgan
S Portland:
SWHRL: Andrew Holtz
WPP: Jim McLaughlin
Guests: Matthew Machado of PBOT
Staff: Leonard Gard
Visitors: * Hamilton, members of Muslim community
Total attendance: 32

Minutes, agenda

May TC minutes and June agenda approved.

Crosswalks conversation with Matthew Machado

Matthew reports: In deciding where new crosswalks should go in, PBOT looks at pedestrian volumes at given locations. They follow the Manual of Uniform Traffic Devices. PBOT needs at least 20 crossings and hour at a location to justify a crosswalk there. If crossing numbers are higher, they begin looking at other civil improvements as needed. Marianne sent an email to Matthew identifying nine locations in SW Portland where we think crosswalks are needed. PBOT looks at each location on a case by case basis, asking what is the demand, and what improvements are needed.

Roger notes that the existence of a crosswalk will attract more people wanting to cross. So we should look at potential crossings, not just actual crossings, and we should consider the effect of land use changes. Matthew agrees and notes they do consider pedestrian generators.

Conversation begins about specific locations:
Capitol Hwy:

- Holly Farm Park: Matthew thinks that Cap Hwy, probably at Comus, would probably get a median island, but PBOT would have to remove some parking. Jim notes that PCC Sylvania is magnet for fast traffic; and the Capitol Garden Apartments are a big traffic generator.
- Mosque: Services at the mosque create lots of pedestrian traffic. Friday services attract a total of about 500 people. Numbers double during Ramadan. Several visitors describe danger of walking across Capitol Hwy. Matthew thinks that a crossing at Alfred would be appropriate for standard crossing treatment, including a median island. If a signal goes in, Luradel would be the better location. Another idea is an expansion of the Markham school zone to cover the Luradel/Alfred area.

Barbur: Don reports that Luradel has been considered for treatment for seven years without progress. Questions are posed about projects Hollie Berry of PBOT was working on. Comments are made regarding relationship between PBOT and ODOT. Don says more pedestrians need to be educated as to how to signal to drivers their intention to cross. Roger says WPC offers education to walkers. Jim suggests contacting the Markham PTA. They might be able to provide support, such as lending crossing flags and other equipment. Alice is another place a crossing was proposed. Primrose was probably dropped as a crossing point when the light came in at 30th.

Don reports that farther north, ODOT has a plan to put in a flashing light at the Rasmussen Apts. Don would like to add to the list a crossing at Macadam and Richardson, where there is a curve and cars driving at high speed. Matthew thinks treatments on Barbur would be median islands, curb markings, and curb ramps.

Beaverton-Hillsdale Hwy: Greg reports there have been pedestrian fatalities in the vicinity of 62nd and B-H Hwy. It's virtually impossible for pedestrians to cross there at night. There's no median island. A crossing like the mid-block crossing in Hillsdale is needed. Conversation ensues regarding the speed limit on B-H Hwy. The limit did go down from 45 to 40 mph. Kay says it's 35 mph in Washington County. Matthew says that it would be hard to slow traffic on B-H. The roadway configuration and distance between lights invites higher speeds. Don recommends that all the n-hoods gather comment on speeds within their areas and that we submit all our speed limit requests at once.

Sandy reports that at the raised crosswalk at 17th and Spring Garden, the painted chevrons on the pavement approaching the crosswalk have faded. Signage invites drivers going to the Sellwood Bridge, so many drivers are from outside the area and do not expect the raised crosswalk. So many are going too fast and hit the crosswalk hard. Residents at night are awakened by cars bottoming out, and have to pick pieces of auto debris the next day. Matthew says the pavement painting intended to be temporary, to warn drivers of new raised crosswalks. He recommends calling PBOT Maintenance for re-painting.

Sidewalks

Marianne reports: We are in a dilemma. We are getting priorities from the n-hoods. All the requested projects are needed. Marianne asked that n-hoods break down sidewalk requests into 1/4-mile segments, and we need to confirm what neighborhoods those segments are in. Terwilliger didn't bubble up in the priorities received from the n-hoods. We'll try to rank priorities by n-hood before our July 26 meeting with April Bertelsen.

Multnomah Blvd from 45th to Barbur may be nominated by COP for “complete street” status, meaning a street with infrastructure for all modes, including a bicycle track. COP, in a recent land use case on Hamilton, did not require frontage improvements, even though they have a policy now of requiring frontage improvements on arterials. In this recent case on Hamilton, they apparently did not require the improvements because the case was filed in 2007, before the policy was established.

PBOT is talking about alternative standards, such as continuous sidewalks on only one side of a street. Don suggests improved extended shoulders, and Andrew agrees, especially for roadways that effectively will never get sidewalks. Don suggests it would be helpful to create categories of projects. Some projects might not get done because of high expenses. Depending on topography, etc. sidewalks per mile can run from \$1 million up to \$10 million. \$10 million figure is challenged by Roger. Example: Capitol Hwy project cost estimate is \$10 million, but includes sidewalks, bike lanes, intersection realignments, stormwater management facilities, plus retaining walls, etc in constrained topography. Marianne hopes that an alliance between SW Portland and east Portland can help push PBOT to be more creative.

Jim says we should look at how streets actually function, and at just how they are classified. Sandy says Taylors Ferry Rd from Terwilliger west to Spring Garden Rod is their priority. Greg recommends we pick one or two projects as showcases. Kay agrees and notes that that is better than spreading money too thin. Others say that the Capitol Hwy Plan is already our showcase. Don says Hillsdale is doing its own transportation plan and will lobby for that.

Marianne asks that n-hoods, when telling her what their priority projects are, also tell her about any trip attractors for the project site, whether it is a bike or pedestrian project, and whether any particular design is desired.

Jim notes that the issue of equity was raised at Portland Plan meetings. In that case, we should get 1/7 of project dollars because SW Portland has 1/7 of the city population.

A recommendation is made that speed limits be reduced from 35 to 25 mph. But Roger notes that the design of roads and factors such as width of travel lanes have a greater effect than posted speed limits on the actual speed at which drivers travel.

Regional flexible funds (MTIP)

Marianne reports that the freight community is lobbying hard to get 75% of MTIP money (\$18 million) earmarked for freight projects, and leaving 25% (\$6 million) for active transportation, like bike and ped. Up to now, the biggest percentage of MTIP money has gone to active transportation. **Don moves that SWNI support a freight share not more than 20%. Motion is seconded and unanimously approved.** Andrew points out that the freight mode has other substantial sources of funding. BTA and the Coalition for a Livable Future. Marianne notes that individuals and n-hood associations can also send letters.

Neighborhood reports and updates

Jim: He was pleased to see two police officers giving traffic tickets at Pomona.

Roger: We should let him know if we think the Multnomah Blvd traffic management plan (*RE Fanno Sewer Project*) is not working.

End of meeting.