

## SWNI TRANSPORTATION COMMITTEE

June 20, 2011 Minutes

Chair: Marianne Fitzgerald

Arnold Creek:

Ashcreek: Roger Averbek

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW:

Hayhurst:

Hillsdale: Don Baack

Homestead:

Maplewood: Karen Williams

Markham:

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan, Scott Richmond

S Portland: Jim Gardner

SWHRL:

WPP: Jim McLaughlin

Staff: Leonard Gard

### **Minutes, agenda, introductions**

June agenda is approved. May minutes are approved with corrections:

- Page 2, under Barbur Bridges, third sentence: replace PBOT with ODOT.
- Page 3, top paragraph, fourth sentence: add “more than” before “the width of a TriMet Bus.”
- Page 3, fourth paragraph, first sentence: add “some” before “current.”
- Page 3, fourth paragraph, last sentence: replace “Two people” with “April Bertelson and Roger Geller.”
- Page 3, under RFF allocation, fourth sentence: replace “getting” with “active transportation,” and after “freight projects” add “that are funded separately.”

### **Barbur Corridor Concept Plan**

Marianne gives a powerpoint presentation on the Barbur Corridor Concept Plan. The presentation was produced by Jay Sugnet of BPS. Slide 2 sets out the names of project team. The consultant team has not officially been named yet. Slide 3 shows the complexity of the study area. Project team members took a van to tour the study area. They took photos. The slide photos show places that will be linked. The study corridor is fairly wide, from ¼ to ½ mile wide. One slide shows projected growth in population and jobs from 2010 to 2035. One slide entitled Project Milestones shows the timeframe, milestone, and public events for the plan. This September is a big month, with walks and the first open house. Milestones are typical:

- Identifying existing conditions, needs, opportunities, and constraints.

- Establishing goals and criteria, and alternatives development.
- Alternatives analysis and investment strategies.
- Plan development.

There will be a community working group that will meet ten to twelve times. Patrick Sweeney said half of the work will be on feeder routes. High capacity transit per Metro policy should go from one regional center to another regional center, and that's why some want this HCT route to go from downtown Portland to Washington Square, not Tigard. There is confusion among the studies.

The plan is mainly about land use place making and urban design, and that is the main expertise on the consultant team. But there will be some expertise on transportation and stormwater issues.

Project team members have been inviting themselves to neighborhood association meetings. Jay Sugnet can bring maps and provide more localized information for NAs. Ten NAs are up and down Barbur. Kay recommends that we also hear a TOD presentation. Construction excise tax (CET) revenue from Metro is funding this study.

### **Regional flexible funds/Metropolitan Transportation Improvement Program**

Marianne: This year STIP is ahead of MTIP, which folds into STIP.

Roger: Right now the only local project mentioned in STIP is the Red Electric. Someone should go to the local STIP open house at Powell's bookstore because the Barbur bridges and the Barbur Crossroads are not mentioned. PBOT held its public meeting on MTIP on June 1. Roger requested notes from that meeting and PBOT provided them. Portland's share of MTIP money is about \$8.8 million--\$6.6 million for active transportation projects and about \$2.2 million for freight projects. For the Barbur streetscape project, the federal share would be about \$2 million and the city would contribute from \$250,000 to \$500,000.

Roger talked to Roger Geller. PBOT will make a decision in August on how to allocate the \$6.6 million. The federal funding allocation (from Metro) for East Portland, Foster, and Barbur projects would add up to \$6.5 million alone. Roger A hopes those three projects make it. Jim M attended the June 1st PBOT meeting on Portland's MTIP share. There were about 40 people from the east side and only one person from the west side. The east side people were well-organized to lobby for projects at Sullivan's Gulch, Foster, and Gateway (East Portland). We were the fourth to make a presentation. State representative Ben Cannon attended. He spoke and appeared favorable to the east side. Jim spoke in favor of the Barbur streetscape demonstration project. The Foster project got support from Representative Cannon. They complained about unfairness of being annexed and not getting support from the city. Neither Paul Smith of PBOT nor April Bertelson had received our MTIP letter. Jim recommends we bring hard copies of our MTIP letter to meetings to distribute as needed. Marianne and Roger will be at the TPAC meeting on Friday, at which the MTIP project descriptions will be presented by Metro staff. Metro's public comment period on the MTIP projects will be open from September 9 to October 10.

Jim M proposes that we create draft letters for NAs to use. Jim G says that local jurisdictions submit their final project narratives to Metro in August. Then that is effectively the end of the process because the projects going to Metro then are the 100% list. The \$2.2 million for freight projects is on a separate track. Those projects do not threaten the \$6.6 million for active transportation. It looks like the freight projects are on Hayden Island and in north PDX.

### **Capitol Hwy Refinement Plan update**

Kay: The Multnomah NA voted on endorsement of the Capitol Hwy Refinement Plan. The vote was close: 16 in favor, 15 opposed, and 3 abstentions. There was lots of comment from people who would be impacted. One person was concerned about loss property value because they're losing public ROW they consider their own. There is still no funding for the refinement plan. As a representative to the CAC, Kay has argued for BES to pay for more infrastructure.

Stephen Sykes sent out an update. Kay had made a comment about the extra money the contractor is getting for extra flagging and paving. The extra cost is \$1 million. Glenn asks what percentage of that is due to realignment of the water pipes vs paving not yet done. Paving has not started yet. Marianne asks how we should proceed in the future to better follow the progress of such jobs. Don proposes naming two people in the community to act as liaisons: to report to the city agency once a week on what the community thinks.

Sandy reports her concern that there will be congestion on Spring Garden Road when the Multnomah Blvd northbound on-ramp closes for sewer construction. Cars will attempt to use 22<sup>nd</sup> to get to Barbur and then cross Barbur to get to the northbound on-ramp at 20<sup>th</sup> and Spring Garden Road. Roger suggests we invite Stephen Sykes to come to one of our upcoming meetings, maybe in July, to talk to us about impacts to closing of the Multnomah Blvd connections to I-5 and Terwilliger Blvd. Don suggests we also invite Wendy Cawley. Another idea: weekly coffee meetings with Stephen Sykes.

### **Stephenson/Boones Ferry Rd intersection**

Michael Dexter reports: The city recently deployed temporary speed reader boards at Stephenson ES. PBOT came to the June Arnold Creek NA meeting. PBOT has new designs for an improved intersection: One is a roundabout just south of the current location. Stephenson St would turn to the south to connect to the new intersection. Another is a squared-off intersection with Stephenson again turning to the south to connect with BFR at a right angle. Another idea is a roundabout at the current location. Drawings are on the Arnold Creek pages on the SWNI website. Squaring off the intersection may increase speeds, which the neighborhood doesn't want.

The two different designs (roundabout and squaring off) would take about the same amount of land. Signaling the intersection is off the table. They're only used where queuing is occurring. A technical group will be formed to consider fire truck friendly speed bumps. Don says the state currently looks at the 85<sup>th</sup> percentile to determine whether speed bumps are warranted. A bill did pass regarding speed bumps on low volume streets.

### **Neighborhood reports**

Roger for Ashcreek: Will Stephens (PBOT) came to the May and June Ashcreek meetings regarding traffic calming on GHR. They've done an analysis and the road does meet the criteria for traffic calming, but the city won't proceed with construction without Multnomah and Ashcreek NA approval and without super majority approval of property owners on GHR and roads that must feed into it. Short discussion takes place regarding a light at the GHR/Multnomah Blvd intersection. Many people do favor better enforcement. There was big attendance at the June meeting. They need more comment from people in the Multnomah NA section of GHR. The speed bumps on Capitol Hill Rd are a good example of the kind of bumps that would go in on GHR. Don reports that the CHR speed bumps have been effective to reduce speed.

The PBOT summer bike *count* program *will include two new intersection not counted in past years*: SW 25<sup>th</sup> at Multnomah and 35<sup>th</sup> at Capitol Hwy. Roger will do counts of bike riders at those intersections.

No report for South Portland NA.

Don for Hillsdale: The new pedestrian island is in *at SW 42nd on BH Hwy*. In Hillsdale, there is strong interest in a sidewalk on Sunset; he has talked to the Hillsdale Main Street representative. Re Stephenson/BFR intersection, they need to find ways to have design elements that address pedestrian and bicycle safety. The infrastructure needs to be livable.

Kay for Multnomah: Metro has published a new edition of State of the Town Centers. She's concerned about pedestrians not paying attention at crosswalks. Many are dressed in dark clothing. *Kay* said pedestrians are a hazard.

Jim M: Starting Friday and today, PBOT and ODOT are chewing up the pavement next to Kaady carwash for a curb extension. Many orange cones are set out. They have also done a nice job striping at the new pedestrian island at Alfred and Capitol Hwy. But even with the new pedestrian island and striping, pedestrians are still using the diagonal crossing. PBOT and Portland Policy recently did enforcement at the pedestrian island. Jim and Sharon acted as decoys. Police stopped 19 cars and gave out 14 citations, including one for driving while suspended. TriMet buses smoked tires trying to stop. On Capitol Hwy, bicyclists are blowing through stop signs.

Sandy for S. Burlingame: They also had an enforcement action for their new 25 mph speed limit on Spring Garden Rd. Police gave out warnings. Five people recently complained to the Capitol Hill ES principal to complain about the speed bump.

Linda for Crestwood: There are chalk marks at Barbur and Taylors Ferry, near Master Wrench. It looks like work will start on the curb extension there. Regarding the Walgreen's site (former Castle Video site), Kurt Kruger of PBOT says Walgreen's is working with ODOT on various issues. The broken fence saga continues. She talked to someone at PBOT. She was told a survey needs to be done, and that the fence is on private property. One idea, if the fence is on private property, is to lodge a complaint with BDS.

Karen for Maplewood: The history tour was successful. About 25 to 30 participated. TriMet will be at their next meeting.

Michael: Stephenson Ct residents do not want to lobby for turning that street into a one-way street. They are citing data from the roundabout intersection at Terwilliger and Boones Ferry.

Kay: There is an issue re the Gibbs St bridge, that the ramp up to the bridge must have level sections for wheelchair users to rest. That surprises Jim G, who says the grade is less than 5%, obviating the need for level sections.

End