

## SWNI TRANSPORTATION COMMITTEE

May 16 18, 2011 Minutes

Chair: Marianne Fitzgerald

Arnold Creek:

Ashcreek: Roger Averbek

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW:

Hayhurst:

Hillsdale: Don Baack (he is the HNA rep tonight), Wes Risher

Homestead:

Maplewood: Karen Williams

Markham: Adam Reese

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan, Scott Richmond

S Portland: Jim Gardner

SWHRL: Andrew Holz

WPP: Jim McLaughlin

Staff: Leonard Gard

Guest: Mike Mason of ODOT

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

May agenda is approved. April minutes are approved with corrections.

### **Retaining wall treatment for I-5 Iowa St viaduct project**

Mike Mason from ODOT is the guest. ODOT is looking for feedback on treatment of the retaining walls being installed as part of the Iowa viaduct project. Issues include cracking and graffiti. General aesthetics are also important; and ODOT doesn't want any treatment that stands out. The retaining walls from base to top will be 45 feet high along some segments. But the ground level will slope up to the walls, so from ground level the walls will be at most 20 to 25 feet high. Slopes will be planted. The whole wall will be treated, including the part below the slope surface. The wall will not be painted but will have a gray coating. The walls, slopes, and plantings will all act as a sound barrier.

On the outside of the wall will be a fence acting as a physical barrier. On the inside of the wall (closer to the freeway) will be a second retaining wall, from five to eight feet above ground, with a total height of ten to twelve feet. There will still be an access road.

ODOT is considering three different design treatments: Monterey Drystack, Oregon Basalt, and Sandstone Ashlar. The three design treatments are equal in barring sound. They are also equal in cost. All three treatments are about three inches thick. Just the pour is different. The basalt design is the best against graffiti and the drystack is the worst.

The total cost is \$34 million. In response to a question, Mike estimates the service life of the wall to be 60 to 100 years. ODOT is now looking for input. Does the public have a strong preference among the three designs. The public survey is on the ODOT website and ends on June 15.

Jim M prefers the Sandstone Ashlar. Jim G prefers the Monterey Drystack. Kay prefers the Oregon Basalt.

### **Barbur bridges**

Marianne gives background information. Barbur goes over two bridges, Vermont and Newbury, between the Capitol Hwy exit and Burlingame. PBOT says we're not on record regarding replacement of those bridges. She entertains a motion for a letter calling for interim improvements on those two bridges. Looking through her records, she does find a 2008 letter showing that we did then take a position on replacement of the bridges. Don reports that in the past years Hillsdale has made an issue of the safety of those bridges. Mike Mason says ODOT recently did get a request regarding the bridges, but not from SWNI.

Marianne says it would be best to replace the bridges but that it's too expensive. The funding is not available.

Don: estimated replacement costs in 2009 were \$6 million for Vermont and \$3.8 million for Newberry. A bicyclist was recently hit by a truck's rearview mirror, and that TriMet now wants a discussion. The bridges now have four 12-foot wide travel lanes plus an 18-inch centerline. The lanes could be reduced to eleven feet, the width of a TriMet bus. So, in theory, there is enough space to give pedestrians/bicyclists a bit more room.

### **Roger moves that the SWNI Transportation Committee recommend that the SWNI board approve a letter to ODOT & PBOT requesting interim safety improvements for bicyclists and pedestrians on the Newbury & Vermont Bridges on Barbur Blvd.**

Marianne suggests we mention the 2008 letter in any new letter we approve.

Roger: Interim improvements could include widening the sidewalks on both sides of each bridge, bright marking at the travel lane edge of the sidewalk, and raising the outside railing. The railing is now 33 inches high and a bike seat is usually about 39 inches high, so there is a danger a bicyclist could fall over the railing into the ravine.

Don reports that current users say the ped/bike facilities should stay as they are now. Wendy Cawley is assigned to look into this. Roger responds that he is comfortable with sharing the travel lane with cars but many are not. Two people at PBOT like adding a foot to the sidewalk on each side.

Jim G reports that when ramps were put in a year ago, he used the sidewalks for a while, but it was scary. Many people are afraid to share a lane. Roger's idea would make people more comfortable. North bound bicyclists are traveling faster and getting up on a sidewalk at that speed is dicier.

Adam asks whether we can go below the bridge with ped/bike facilities. Don responds that a stand alone ped/bike bridge would be best but is five to ten years away.

**The motion is approved unanimously.**

### **RFF allocation**

Marianne: Portland's RFF allocation is going to active transportation and freight. The city recently announced a hearing on some \$6.6 million in active transportation projects. The city listened to the bike and ped committees. The following areas and programs rose to the top for getting projects:

East Portland	\$3.25 million
Sullivan Gulch	2.0 million
Bike share program	2.0 million
Barbur streetscape	2.5 to 3 million
Foster Rd	2.5 million

plus two freight projects.

But that list needs to be whittled down to \$6.6 million. Marianne talked to Paul Smith about what projects in the cue fit for RFF funding. She goes over RFF criteria, and asks whether we should support Barbur for RFF funding. There will be a RFF hearing on June 1, 6 pm, in the Portland Building. Should we testify?

Jim M notes that stormwater management is the reason for increased project costs. **He moves that we recommend to the Board that SWNI send a letter to PBOT calling for an allocation of \$2.25 to 2.5 million for Barbur streetscape improvements from SW 19<sup>th</sup> to 26<sup>th</sup>. Roger seconds.**

Marianne suggests we mention the 2008 letter in any new letter we approve, and should address the high capacity transit study on Barbur.

**Don moves to amend the motion to include the segment of Barbur from 19<sup>th</sup> to Moss, and Jim G seconds.** Roger says we need to look at SW 13<sup>th</sup>, that it needs signalization, and notes there are sidewalk gaps. Don reports that the state was adamant against a light at 13<sup>th</sup>.

Karen is against the amendment ..... to state support. We can consider expanding if money becomes available. Jim G says that if the longer project segment is merited, we should support it. The city can always cut is back if necessary. Marianne goes to the chalkboard and draws a diagram to explain that going north of 19<sup>th</sup> makes the project more expensive.

**Motion to end debate is seconded and approved unanimously. The motion to amend is approved 5 yes, 3 no, and 2 abstentions. The original motion as amended is then approved 7 yes, 1 no, and 2 abstentions.**

### **Announcements**

Marianne: A number of open houses is coming up, including a PBOT budget hearing, three events on May 25, and a WPC training.

### **Neighborhood reports**

Kay: The next Multnomah NA meeting is about Capitol Hwy. No bicyclists have been coming to their meetings, though. They're concerned about equity in distribution of transportation funding. Voting is taking place at Umpqua Bank on three proposals for grant funding from the bank.

Jim G: Construction on the Gibbs St pedestrian bridge is going fairly well. They're nearly finished with below ground work, but the work has taken two months longer than expected because they ran into big boulders. February to spring 2012 is new estimated finish date. They've learned more about the art that will be incorporated into the structure. The elevator tower will include some stained glass and the deck lighting will create patterns.

Roger: the email listserve is up. A city employee recently spray-painted markings on Garden Home Road indicating where speed bumps would go in. This was a surprise because there had been no public process. Construction of speed bumps is expected, but the spraying now turned out to be a mistake. The words "speed bumps" that had been sprayed on to the pavement have now been sprayed over. Will Stephens was invited to the Ashcreek meeting last week to talk about the speed bump project. GHR does meet the criteria for speed bumps.

There will be a bike safety fair this Saturday at Maplewood School.

Linda: The city has acquired lots next to Woods Park to enlarge the park. Roger says there has been a 3.5 acre acquisition in Ashcreek. Spraying was done and now a conversation is starting regarding trails.

Linda, continued: The broken barrier fence on TFR at Woods Park is scheduled to be repaired. The Walgreen's lease on the former Castle video site has closed. Planning is starting now. Kurt Kruger of PBOT is optimistic it will lead to improvements at the intersection (Capitol Hwy and TFR. PBOT is working on issues of speeding on TFR and the freeway entrance.

Wes: Friends of Terwilliger is preparing to celebrate the 100 year anniversary of the establishment of the Terwilliger Parkway. The event will be July 20-22 2012. Activities may include a bicycle race, cake cutting, and interpretive signs. Another idea: hold the July 2012 Sunday Parkway event at Terwilliger Parkway and tie it to the downtown area. Other ideas: 1) re-open some views from the parkway, and 2) paint a mural.

Karen: In response to the result of a neighborhood survey, Maplewood may do a neighborhood history tour and walk. If so, she'll take the lead to organize it.

Adam: No report for Markham. He'll contact Markham regarding any new sidewalks. On the south side of Spring Garden St just east of the intersection with 19<sup>th</sup> Ave, the yellow centerline has moved to the south to give buses more room to turn onto 19<sup>th</sup>. But curbside parking is still allowed where the centerline has moved, leaving no travel lane if a car parks there. Someone will contact PBOT regarding the problem.

Andrew: There was a surprise open house regarding the Oleson/B-H Hwy intersection. He thinks they are now hearing that it's important to have safe crossings on B-H Hwy. There's no movement yet on striping on Scholls Ferry Rd. Outside of SWHRL, there is a dangerous gap in the Fanno Creek Trail at SW Denney and 10<sup>th</sup>. Travelers on the trail have to cut sideways for a block to cross Denney, then go back one block to continue on the trail. But a signal may go in soon allowing a direct crossing.

Jim M: The pedestrian island has been installed at Alfred and Capitol Hwy. Striping is now needed. Luradel/Barbur intersection seemed to be going ok but momentum has been lost the last few weeks.

Sandy: Signs are now in setting the speed limit on Spring Garden St at 25 mph. She's talking to Stephen Sykes of BES regarding South Burlingame's concern that when the Multnomah Blvd freeway ramp is closed traffic will go to Spring Garden St. He'll attend their July NA meeting.

Don: The Trails Committee gave testimony at a state Senate hearing on trails liability. The freeway speed limit may go up to 70 mph in rural areas. The bridge work in Hillsdale has stretched out for a year now. In Himes Park, Parks & Recreation is looking at spraying of invasives.

End