

SWNI TRANSPORTATION COMMITTEE

November 15, 2010 Minutes

Chair: Marianne Fitzgerald
Arnold Creek:
Ashcreek: Roger Averbek
Bridlemile: Greg Schifsky
Collins View:
Crestwood: Linda Niles
Far SW:
Hayhurst:
Hillsdale: Glenn Bridger, Don Baack
Homestead: Susan Egnor
Maplewood: Karen Williams
Markham:
Marshall Park:
Multnomah: Kay Durtschi
S Burlingame:
S Portland: William Danneman
SWHRL:
WPP: Jim McLaughlin
Guests: Mark Lear
Visitors: Laura Campos
Staff: Leonard Gard

Minutes, agenda

November agenda is approved with addition of Oleson/B-H/Scholls Ferry intersection and old Capitol Hwy segment (unnamed road) at Multnomah viaduct. October minutes are approved. September minutes are approved with one correction: the Multnomah Blvd sewer project will end in November 2010.

Multnomah Blvd sidewalk improvements

Marianne gives introduction: The current sewer project extends from 69th to 31st. We asked that sidewalks go in concomitant with the new sewer pipe but were told not, that it would be too difficult and expensive. That 69th to 31st section is now nearing completion. BES is now moving on to sewer work in the next section: from 31st east to Barbur, and for this section, the city may be willing to build sidewalks along with the sewer improvements.

Mark Lear, standing in for the ill Dan Layden, reports: April Bertelson and others at PBOT are reviewing the prioritized sidewalk projects that we recently submitted. Our work has been useful for PBOT. Dan Layden is the project manager for capital projects like sidewalk projects. They will be looking for projects they can leverage off, like BES's Multnomah sewer project. There is a big opportunity here in the 31st to Barbur section of Multnomah (phase 1). BES will be digging a big and deep gravity-flow trench, so they'll really be tearing up the road. So it's an opportunity to re-design whole roadway. PBOT and BES will work together to come up with a design and

they hope to present it to the public in January. Preliminary ideas are to have a sidewalk on the north side and cycle tracks on both sides. One design also shows narrow stormwater infiltration trenches on both sides, on the edge of the auto travel lanes. Both designs retain two travel lanes. The designs don't allow any parking. When PBOT eventually does streetscape work on the 69th to 31st section (phase 2), there will be parking on the street. Historically, there has been street parking there to accommodate the businesses. But the phase 2 work will be harder, in part because of encroachments into the ROW. No ROW acquisition is necessary in phase 1.

The discussion turns to the east end of phase 1, in particular regarding the Safeway redevelopment, the I-5 exit to Multnomah, and the ramp lane down from Barbur to Multnomah. Don proposes a bike and pedestrian route to allow walkers and bikers to avoid the Safeway/ramp lane area. His proposed route is north of Safeway along 25th and Troy, creating a connection between Capitol Hill Rd and Multnomah. Mark wants to learn more about the Safeway project and would like to meet with Randy Bonella. Kay reports that Safeway executives will meet in December to discuss the project. They may not go ahead with it. So far, they've only had a pre-application conference for a zone change. No application has been filed yet. Development of the Sears site also is on hold. Kay says that housing is coming and that should be considered in the planning for the area.

Roger sees a lot of eastbound traffic to Safeway. Eastbound bikers on Multnomah (on the south side of Multnomah) are forced to make a dangerous cross to the north side of Multnomah to take the ramp up to Safeway, against the one-way auto travel on that ramp. Marianne notes there has been discussion of making that ramp two-way for bikes. Roger notes there will still be the danger of at some point of eastbound bikers having to cross to the north side of Multnomah. Jim notes that the building and parking in the triangle between Barbur and the ramp is encroaching into the ROW. Marianne notes that after the Safeway redevelopment there probably will be no driveway cuts from the Safeway site to Barbur. ODOT will probably not allow it. That will make that section of Barbur safer.

Greg reports that it is unsafe for eastbound cars to turn left from Barbur into Safeway. He recommends a median barrier to stop such turns. Marianne says the this location is identified as a demonstration area in the Barbur Streetscape Plan. Susan notes that HCT in the Barbur corridor might be a long way off, so we shouldn't wait on it for improvements. Short discussion takes place regarding housing at the Safeway site. ODOT may want it. Don returns to the issue of autos coming westbound onto Multnomah Blvd from both the Barbur ramp and from the freeway. Autos come off the freeway very fast, and cars on the ramp are accelerating to get up to the speed of the autos from the freeway and up to the 45 mph speed limit on Multnomah. He suggests a two-way cycle track on 25th. Marianne proposes that freeway autos be required to come to a full stop before proceeding on Multnomah, and notes there is precedent for such stops—northbound autos taking the Taylors Ferry Road exit have to come to a full stop. Glenn says that for him the merger from Barbur onto Multnomah is the greatest danger. Mark notes that he is hearing from us that merger is a big issue. Don says we might learn something from construction closures: we can see what patterns develop as drivers take alternate routes.

Turning to the BES work done in the 69th to 31st section, Mark reports that PBOT was concerned about BES's proposed green street projects, that they wouldn't fit into PBOT's transportation

needs, i.e., the green streets could take space needed for sidewalks. So PBOT has asked BES to hold off for now and focus on the section east of 31st. Discussion takes place about requirements of street improvements to treat stormwater. Mark notes that there are different interpretations of how the city's Stormwater Management Manual applies to the ROW but, regardless, the Stormwater Management Manual makes projects hard to do in SW Portland. Roger reports that at open houses he saw information about stormwater treatment in road projects.

The consensus is that we meet again with PBOT in January to discuss improvements in the 31st to Barbur section. Short discussion takes place regarding our prioritization of projects. Marianne reminds the committee of the good news that four sidewalk are taking place in SW Portland right now.

Fred Meyer redevelopment

Glenn reports: The Fred Meyer redevelopment project has been approved and permitted and the on-the-ground redevelopment has begun. Glenn draws a picture on the blackboard, showing the site bound by Barbur, Bertha, Custer, and 13th. The building footprint will remain largely the same; it will expand a bit in the back. The parking lane in front and Custer will become one-way going east. That will resolve the biggest vehicle conflicts. There will be a parking garage on 13th. Nothing changes for cars northbound on Barbur. To get to the store, they can turn left onto 13th or take a U-turn at Bertha.

The Hillsdale community asked FM to put in housing but FM declined. The store will remain as a one-story building. The store will become more of a food store. Electronics and other goods will be gone. But the pharmacy and bank will stay. The purpose was not to expand the store. The store is profitable and FM was not eager to redevelop. But the mechanical equipment was worn out, making a redevelopment necessary. Burger King will be gone. Glenn has no word yet on KFC and Goodwill.

Roger: Bicyclists going south on Barbur have to deal with a lot of cars turning in front of them doing left and U turns. He thinks that the redevelopment must mean more customers, and that FM needs to deal with bike and pedestrian issues. Kay is concerned about big trucks getting lost and ending up on Custer. But Don says truck docking will be easier after the redevelopment.

Old Capitol Hwy segment under Capitol Hwy viaduct

A remnant of the old Capitol Hwy runs under the south end of the Capitol Hwy viaduct from Garden Home Road down to Multnomah Blvd. 37th Avenue merges with the remnant road where the two street meet Multnomah Blvd. Sewer work on Multnomah Blvd and the temporary ban on left turns from Multnomah Blvd to that remnant road have triggered discussion about whether the left turn ban should continue. Other issues:

- 1) Should the left turn ban continue, with the road becoming a one-way street from GHR down to Multnomah Blvd.
- 2) Should the stop sign be removed?
- 3) Should a patch of pavement be removed?

Craig * of PBOT recently wrote a letter on these issues. Mark Lear notes that Craig's letter calls for a process that includes the agreement of adjacent property owners and the neighborhood

association. He suggests that Craig should attend the next Multnomah NA meeting to continue the discussion of the issue. Also, more feedback is needed regarding restrictions on 37th.

B-H/Oleson/Sholls Ferry intersection

Don gives update: Washington County continues work on the project to realign this intersection. There was a recent public meeting. CH2MHill is the consultant. They are now proposing bike lanes on B-H Hwy through the intersection. Discussion takes place regarding further crossings on B-H. Roger notes that this intersection is in a town center, although the community really doesn't treat it as such. This project started very auto-oriented, with a goal of reducing car crashes and facilitating flow-through traffic. The county is still not addressing regional goals such as multi-modal transportation and reduction of green house gases. But they are adding sidewalk and a small pedestrian refuge island. The project has three phases. The cost of completing all three is about \$120 million. Greg notes this project is important to Bridlemile; safety is a big neighborhood concern.

Neighborhood reports

William: Good news: Two bids for construction of the Gibbs St bridge came in below the cost limit. The winner is the same company that's doing the Iowa viaduct. Construction will take about one year. The bid was just over \$6 million dollars. Leftover money from that budgeted for this project will go to other projects. The community is very happy.

Susan: In Homestead, they are dealing with sidewalk work. PBOT recently sent an email to the NA. PBOT will send out a survey to the community. One issue that must be dealt with is the encroachment of private property into the ROW. For example, in one case, a driveway extends into the ROW.

Karen: Maplewood surveyed its residents regarding selection of a sidewalk project for the SWNI prioritization exercise. She asks whether it has value now. Marianne thinks it could be useful for the Barbur Crossroads discussion. Karen can send the survey results to Marianne in electronic form. Roger reports the Willamette Pedestrian Coalition recently did southwest Portland study that focused on Maplewood. The report will be out soon.

Linda asks about timelines for construction at the Safeway and Fred Meyer sites. FM is going ahead now on construction. Safeway is at an early stage. No final decision has even been made to proceed. Marianne reports that the project manager for the Capitol Hwy planning project has decided not to address the Barbur/Capitol Hwy/TFR (Barbur Foods) intersection. It's just outside the study area for the Capitol Hwy planning project. Marianne reports that at our next meeting, we'll be focusing on the Barbur Crossroads area.

Roger gives an update on the Sellwood Bridge. He thinks the county, ODOT, and the technical working group did a pretty good job designing the west side interchange. The closure of Staff Jennings might affect the design; it opens up some land that could be used to slightly alter the location of the west side interchange. The city recently hired a second firm to look at the west side design. They came up with a design that Roger does not like. It includes a proposal to bring the streetcar line up to the grade of the interchange instead of below it.

Other miscellaneous comments:

- Glenn says the natives still want a sidewalk on Sunset.
- Work on designing the Red Electric bridge is proceeding. There will be a preliminary design in about six months.
- The Water Bureau is asking for volunteers to join a CAC to consider the design for the new pump station at Willamette Park. The Water Bureau is delaying for about five years a plan to put in a new pump station in Hillsdale.

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