

## SWNI TRANSPORTATION COMMITTEE

### November 21, 2011 Minutes

Chair: Roger Averbeck  
Arnold Creek:  
Ashcreek: Marianne Fitzgerald  
Bridlemile:  
Collins View:  
Crestwood:  
Far SW:  
Hayhurst:  
Hillsdale: Glenn Bridger  
Homestead: Anton Vetterlein  
Maplewood: Karen Williams  
Markham:  
Marshall Park:  
Multnomah: Kay Durtschi  
S Burlingame: Sandy Morgan  
S Portland:  
SWHRL: Andrew Holtz  
WPP:  
Visitors  
Staff: Leonard Gard  
Guests:

### Introductions, agenda and minutes

October minutes are approved with one change, page 5, Sandy's comment should read: So far there have been no problems with the Multnomah detours and the on and off ramp closures. November agenda is approved with additions: Marianne's report on the PBOT budget (following chair's report). Glenn's report on the controversy over the proposed Sunset Blvd improvements can be done during neighborhood reports.

### Capitol Hwy Plan

Ross Swanson cannot join us tonight. He did send a letter to Roger with an update. Marianne reports that she received a phone call from the mayor. He was angry about her comments in The Oregonian regarding funding for our tier 2 projects. He blamed SWNI for funding delays—that our indecision between funding for Capitol Hwy and funding for tier 2 projects caused the delay. Committee consensus is that we were not indecisive. Roger recently talked to April Bertelson. She can't answer yet when the tier 2 projects can start; it has to go through the mayor. Marianne: the mayor has to directly address the issue of Capitol Hwy; at a recent meeting he switched the subject from Capitol Hwy to alternative design. Marianne shows a photo of an alternative design that shows a smoothed roadway edge for walking.

### Action plan

Discussion takes place that includes these comments:

- The draft plan is extremely ambitious. Glenn proposes adding a new item 2: Coordinate with the city for approval and completion of three construction projects: HB 2001 projects, Barbur Blvd crossings, and Red Electric in Hillsdale.
- Lots of topics in item 3 are less important. Item 4 is important; we should focus on the RTP and Barbur Concept Plan. Roger reports we are monitoring the Oregon Hwy Plan and the SW

Corridor Plan. Discussion takes place regarding the Metro process for regional flexible funds and bike share.

- In addition to this committee's work, individual NAs need to independently advocate for their transportation projects. PBOT considers comment from NAs.
- Add support of Sunday Parkway events to our plan. Discussion takes place about role of NAs and how the committee can support NAs. Sometimes they just want to do their own thing.
- PBOT is not good at giving notice and doing public involvement.
- Third column in the plan can be deleted. Information on who takes the lead can go into the second column.
- More work has to be done in deciding how to divide up topics handled by the former Trails Committee.

Decision is made to continue work and present a revised draft at the next meeting.

### **Chair Report:**

The sidewalk infill open house on October 25 was well attended. Preliminary designs have been shared with the public. Sunset is the most contentious.

Roger talked to Rich Newlands about the bike/pedestrian improvements on Multnomah Blvd that will follow the Burlingame sewer line project. Roger recommends not doing the work in the third quarter of the year (conflicts with holidays).

Discussion takes place regarding selection of the order of construction of the HB 2001 projects. PBOT can divert money. With a new mayor, priorities may change. Projects on both the east and west sides may be deferred because of lowered forecasts for gas tax revenue. Kay reports that Hayhurst chair Janet Hawkins spoke to Kyle Chisek, who said that money is there for the improvements on Vermont from 30<sup>th</sup> to 37<sup>th</sup>. Project managers often have more reliable information about their projects than politicians do.

Burlingame sewer project: the on and off ramps are now open. A concern is that there has been talk of closing the slip lane from Barbur at night. The closure would also make a sidewalk inaccessible.

SW Kelly Ave pedestrian project: This is an ODOT program to do bicycle and pedestrian improvements on the section of Kelly Ave that takes westbound cars off the Ross Island bridge. Jim Gardner does not need our involvement.

Sunday Parkway: There was a meeting on November 8 between SWNI, Friends of Terwilliger, and PBOT Options staff. There were concerns about trying to mesh two events, but it got worked out. Planning is moving ahead. There are still some funding gaps and a need to coordinate with NAs regarding route details. PBOT has a point person, and PBOT has a traffic engineer to make final decisions on routes. Parking and coordination with places of worship are also issues. Glenn: we want this event to be a success so we can get another one.

### **PBOT budget**

Marianne reports. November 14 was the first of the PBOT budget meetings. There will be four more meetings. Tom Miller is asking for a 30% cut. That could mean 100 FTE cuts. In a later smaller meeting, Marianne got more information but there are still a lot of unanswered questions. There definitely will be more cuts. Over the long term, PBOT's model does not work: PBOT is financed by revenue from the gas tax and parking fees, but the policy is to lower VMT, which then reduces gas tax and parking revenues.

## **Neighborhood Reports:**

Anton: The three-block-long 11<sup>th</sup> Avenue project is going forward; it's at 60% design. On Terwilliger at Condor Lane is a concrete stairway. It's a PBOT road, not public ROW. There are lots of car/car and car/pedestrian accidents there. Some painted symbols and signage have gone in, but the better solution would be a median, which would limit turns. Usually, it's hard to get action from PBOT, but OHSU has money for this project, but that allocation of money expires in June unless the IGA is updated.

Glenn: the Hillsdale Thanksgiving walk starts at 9 am at Wilson HS. Regarding the sidewalk controversy on Sunset, the two blocks just north of the library is in a pedestrian district and a town center. One property owner has a rock wall extending into the ROW. Glenn hopes to separate the encroachment removal issue from the sidewalk issue. PBOT does have a new encroachment policy regarding encroachments that interfere with a sidewalk corridor. Short discussion takes place regarding SW California St at the Hillsdale Terrace site. Hillsdale wants the street to be improved.

Karen: Maplewood and Hayhurst plan to have a joint meeting in January regarding the Sunday Parkway event.

Sandy: South Burlingame had a short meeting; no transportation issues came up.

Marianne: 93 people (86 who could vote) showed up at the last Ashcreek meeting on the issue of GHR speed bumps. They voted against speed bumps. But the NA is creating a working group to consider other traffic calming options. Generally, people who live on the street vote in favor of speed bumps; people who live on connector streets voted against.

Kay: A Multnomah NA committee will take a vote on the issue of improvements to SW California St.

Andrew: Andrew: At the Sylvan interchange with Hwy 26, a new arrow signal light has been installed at the right turn lane from southbound SW Skyline Blvd to westbound Hwy 26 and Canyon Rd. A tour in July with PBOT and ODOT representatives demonstrated a pattern of drivers failing to stop when making right turns and frequently violating the right of way of people in the crosswalks. Although the new light doesn't change the legal status of right turns, the hope is that the arrow signal will remind drivers to come to a complete stop before turning right on red and that they do not have the right of way during that part of the light cycle. Peter Koonce of PBOT remarked that the shallow angle of the turn (designed to favor freight) invites drivers to take the turn too fast. However, changing the angle of the turn and moving the crosswalks to make it easier for drivers to see people crossing would be a costly fix. PBOT is also looking at changing the timing of crosswalk signals so that they better match the vehicle signals and give people more time to cross.

Announcement from Roger: the Barbur Concept Plan open house will be on December 6.

## Glossary, definitions, explanations:

BPS	Bureau of Planning and Sustainability
BTA	Bicycle Transportation Alliance
CMAQ	Congestion Mitigation/Air Quality: a federal program that funds transportation related work that helps reduce air pollution. Pronounced "seemak." Also, see MTIP below.

COP	City of Portland
ES	Elementary school
GHR	Garden Home Road
GTR	General transportation revenues: the money PBOT gets from the state gas tax and parking fees. This is important money because it is discretionary money, i.e., money that can be used for any purpose. Much of the money PBOT receives from the federal government and other sources is earmarked for specific capital projects.
HCT	High capacity transit
HS	High school
IGA	Inter-governmental agreement
JPACT	Joint Policy Advisory Committee on Transportation: Metro's lead committee on transportation funding and planning. Portland's representative is the commissioner in charge of PBOT.
LID	Local improvement district
LOS	Level of service. This refers to the functional capacity of a street to handle motor vehicle traffic.
Modes	Modes of transportation, e.g. bicycling
MPO	Metropolitan planning organization: required by federal law for urban centers of 50,000 or more residents. MPOs receive federal money.
MS	Middle school
MTIP	Metropolitan Transportation Improvement Program: The process by which most federal and some state transportation money is distributed in the Portland metro area. The money the program distributes is flexible in its use by local jurisdiction, and is therefore referred to as flexible funds or regional flexible funds (RFF). Flexible funds are from two federal programs: The Surface Transportation Fund and the Congestion Mitigation/Air Quality program (CMAQ). Federal transportation dollars can also come from separate earmarks in federal legislation (sometimes called pork barrel projects). Also, see STIP below.
NA	Neighborhood association
ODOT	Oregon Department of Transportation
PAC	Pedestrian Advisory Committee
PBOT	Portland Bureau of Transportation
RFF	Regional Flexible Funds. See MTIP above.
ROW	Right-of-way
RTP	Regional Transportation Plan: Metro's transportation plan
SDC	System development charge. Oregon law allows cities and counties to charge developers a fee for the impact their developments will have on urban infrastructure. The fees can only be spent on projects that accommodate the impact of development. SDCs can be charged for various kinds of infrastructure improvements: parks, transportation, water, and sewers.
SR2S	Safe routes to schools
STIP	State Transportation Improvement Plan: the state plan, of which MTIP is a component.
TAC	Technical advisory committee
TDM	Transportation demand management: various strategies to manage the demand on the transportation system, primarily auto demand. Strategies include carpooling, transit, biking, walking, work from home, etc.
TFR	Taylor's Ferry Road
TMA	Transportation management association: an association of businesses and institutions in a particular area that works to resolve transportation problems in that area, often by using TDM techniques.

TOD	Transit-oriented development: This term of art refers to residential developments with a location and design that encourages residents to use transit. It means the property owner is seeking or getting a property tax break for the TOD development.
TPAC	Transportation Policy Advisory Committee: High level committee at Metro. Makes recommendations to JPACT.
TPR	Transportation Planning Rule: the Oregon Administrative Rules that relate to transportation planning. Among other things, the TPR calls for reducing per capita VMT.
TSDC	Transportation system development charge. See SDC above.
TSP	Transportation System Plan: Portland's transportation plan. Portland and Metro worked together to harmonize the TSP and Metro's RTP.
URA	Urban renewal area
VMT	Vehicle miles traveled: a primary statistic in transportation planning. Per capita VMT is a related primary statistic.
WPC	Willamette Pedestrian Coalition
WPP	West Portland Park
WPTC	West Portland Town Center