SWNI TRANSPORTATION COMMITTEE

October 18, 2010 Minutes

Chair: Marianne Fitzgerald
Arnold Creek: Michael Dexter
Ashcreek: Roger Averbeck
Bridlemile: Greg Schifsky
Collins View:
Crestwood: Linda Niles
Far SW: Charles Radosta
Hayhurst:
Hillsdale: Glenn Bridger
Homestead: Susan Egnor
Maplewood: Leanne Hartman
Markham:
Marshall Park:
Multnomah: Kay Durtschi
S Burlingame: Sandy Morgan
S Portland: Jim Gardner
SWHRL:
WPP: Jim McLaughlin
Guests: Don Baack
Staff: Leonard Gard

Minutes, agenda

October agenda is approved. July minutes are approved with one correction: in the sidewalk infill conversation Don Baack noted that widened roadway shoulders give 80% of the safety improvements for 20% or less of the cost of full improvements. September minutes are approved with one correction: the Multnomah Blvd sewer project will end in November 2010.

Action plan

Marianne reports: the Executive Committee made recommendations as to which committee, Transportation or Trails, should take the lead on certain subject matters, and on which subject matters committees should partner. The EC added a fourth column to the action plan to show which committee takes the lead or which committees partner. Kay moves that we adopt the language and Jim G seconds. Discussion follows.

Don recommends we hold off on event planning while SWNI staff is short. Maybe there could be a partnership with Trails on the proposed interagency meeting on transportation project. Don also has an idea for an informal car pool for interested persons to in November look at interactive pedestrian signals. Roger notes that follow-up walks at Barbur Crossroads will not require staff work.

Jim M. notes that our “friends” in the Tigard/Tualatin area are already holding meetings on HCT and are favoring light rail. This could foreclose discussion on what HCT should really be. Kay agrees and says if we don’t participate we may be overlooked. Talk now is about the Portland

city center and Tigard, not what's in between. Marianne proposes we revise wording of Issue #10 to "proactively participate."

Roger noted that the Bike Master Plan implementation will require close involvement of the neighborhoods. Jim M. asks why Trails is the lead on SR2S. Don says Trails took the lead early on and continued to work on it. Marianne notes that Lillie Fitzpatrick initiated SR2S in SW Portland. Sandy asks how South Burlingame can work with Trails on a SR2S issue in that neighborhood. Don offers to work with her. Discussion takes place regarding notification to neighborhoods of issues especially if there is no representative on that committee. One idea: Have a designated point person in each neighborhood to contact. Committee chairs need to proactively communicate with NA point persons when issues or projects affect neighborhoods.

Consensus changes during conversation:
Issue #2: change community forums to tours and field trips.
Issue #3: change to South Portland Circulation Plan.
Issue #10: change coordinate to proactively participate.
Issues # 18 and 19: change SWNI Trails group to SWNI Trails Committee.

Vote is taken and **motion to adopt revisions from Executive Committee with above consensus changes is approved.**

Safeway redevelopment
Marianne gives background: The site is in Multnomah but borders several n-hood. The redevelopment has lots of potential impacts. A pre-application conference was held in July. The slip lane down to Multnomah Blvd is a major entrance to that street. Randy Bonella, former chair of Multnomah NA, has offered to be a contact person for this issue. The Land Use Committee approved a motion expressing concerns. The redevelopment could be a major improvement to the community, so we want to find a balance: we want to get involved without scaring Safeway into dropping the redevelopment.

Construction could take place as early as 2013 if all goes well. Safeway looked at but decided against including housing in the redevelopment. They said height limits were too strict. The first step is a zone change request. Two lots at the west end of the site are zoned R1 and Safeway wants them to be rezoned to CG to match the zoning on the rest of the site. The application for the zone changed could be submitted this November. Sidewalks will be required. ODOT will require Safeway to look at transportation impacts nearby.

Kay says the health center next to Safeway has not received any notification and they will lose parking. Don asks where trucks will enter and raises issue of a possible bicycle/pedestrian connection running north/south on the west side of the site. That would create a connection between the slip lane and Capitol Hill Rd.

Roger reports that a traffic impact study will be done. His concerns: 1) they must preserve bike lanes. Capitol Hill Rd under the new bike master plan is becoming a city bikeway but is not mentioned in the pre-app memo, 2) the intersection must be made safer for pedestrians to cross 19th, 3) How will people west of the site get to the store where Multnomah Blvd. eastbound is

one-way?, 4) The speed limit on Barbur is 35, but 45 on Multnomah Blvd, causing drivers to accelerate on the slip lane, 5) we should ask for a n/s pedestrian walkway on the west side of the site.

Kay reports that people used to be able to walk along the edge of the phone company property. Idea: creation of a walkway behind a guardrail. Don calls for improvements to Evans. Marianne says that the Barbur Streetscape Plan identified this area as a demonstration area. Broader discussion then takes place regarding reconfiguring the I-5 interchange at the pancake house to add a south bound freeway entrance. Truck and trailer traffic at Barbur Rentals is mentioned, and recommendation that they should be included in the redevelopment conversation.

Glenn notes that parking is constrained around the site and that housing just didn't pencil out. The city has not been pushing housing because the Multnomah NA was opposed to increased density during the SW Community Plan. Don suggests a forum that includes a discussion with city staff.

Marianne then summarizes the issues she's heard, including the slip lane, bikeways and bike parking, sidewalks, freeway interchange, speed limits, streetscape demonstration area, a community forum with Safeway, city and ODOT. She states the motion that was approved by the Land Use Committee. The board did not consider it. Kay thinks it's too early now for a motion, and that we should wait till the next meeting of the Multnomah NA, and hope that a Safeway representative will attend. Glenn agrees and notes that the city favors a tighter radius for the slip lane in order to slow cars down. Jim M. notes we could write a letter to Multnomah NA, which letter could be a basis for a letter to the city. Don says surrounding n-hoods could join in writing such a letter. Glenn reports that the Fred Meyer redevelopment planning went well, and that Fred Meyer largely agreed to everything the n-hood wanted, except for housing.

City legislative agenda
Marianne reports: The city is preparing in legislative agenda for the next state legislative session. Some issue of interest to us:

- Funding for the Portland/Lake Oswego streetcar.
- Barbur HCT (referred to as light rail, although the form of HCT has not yet been chosen)
- Speed limits of 20 mph on streets designated as "greenways." Discussion ensues, including comment that a 20 mph speed limit on the Vermont greenway is unreasonably low. Consensus is reached the 20 mph limit should not apply on arterials and that the city should have authority to set speed limits.
- A grant of immunity from liability to users of trails for recreational use.

Comment is made that we should also monitor efforts to change SDC law. Don notes that Oregon law requires pedestrians to face traffic as they walk and that in SW Portland that is suicide. Don commends the city for conducting an open process for legislative work.

Motion is approved that SW NI write a letter to the city with the following points:

- Refer to new transit in the Barbur corridor as Southwest Corridor High Capacity Transit, not light rail.
- Thank the city for the open process.

- Call for legislation giving the city flexibility in setting speed limits.
- Support the trails legislation to extend immunity from liability.
- Recommend SDC be re-formulated more than once every ten years, and funds should be spent in areas where it is collected.
- Add changes suggested in SWNI bike plan letter regarding pedestrian rights where no sidewalk exists.
- Thank the city for seeking funding for alternative modes and for rules limiting idling engines.

Updates and announcements
Capitol Hwy refinement planning: Marianne reports: The city recently conducted and open house. There are only two more CAC meetings and one more open house. Because of constrained ROW, there are a few places where the following are being considered: multi-use paths rather than separate paths for bicycles and pedestrians, and boardwalks over stormwater swales. Roger notes that crossing improvements are an important issue.

Infill sidewalks: This morning the city conducted a media event for the Barbur infill sidewalk projects. Funding is from the federal stimulus program.

Neighborhood reports
Jim G: Bids open October 28 for the re-designed Gibbs pedestrian bridge.

Sandy: The committee has helped her at the neighborhood level regarding the controversy over the speed bump on Spring Garden St. There was a big neighborhood meeting. The city has promised new painted chevrons on the bump. Some in the neighborhood wanted the bump to stay; others wanted it removed.

Linda: Crestwood was disappointed their sidewalk project didn't get into the top five at last month's meeting.

Roger: Ashcreek is still looking for the end of the Multnomah sewer project. There was a recent pedestrian fatality on Barbur. Several people went out to the place of the accident and did a pedestrian count, and they have asked for a safety evaluation. The timing of the pedestrian walk/wait sign may be off. The walk cycle lasts only six seconds. The crossing is 130 feet long, the longest in the city.

Greg: Three neighborhoods front on Beaverton-Hillsdale Hwy. One or two years ago a Somali woman was killed trying to cross. He has challenged PBOT staff to at night walk B-H Hwy from the Safeway store east to Hillsdale. Shrubs push pedestrians and bicyclists out toward auto travel lanes. It's dangerous to try to cross.

Susan: Homestead will apparently start getting parking meter revenue. It will be used to fund sidewalk construction. A design person has been assigned. A related issue is that commuters have been illegally using residential parking permits.

Michael: There is now a city proposal for improvements at the Boones Ferry Rd/Stephenson intersection. A proposed eight-unit development might pay a $50,000 fee that would go toward improvements at the intersection. But the plan doesn't address speeding.

Glenn: Dialog with the city is going on now regarding a Hillsdale greenway and on a potential design for a sidewalk on Capitol Hwy from Cheltenham to Terwilliger. The design avoids the need for a retaining wall. The high cost of retaining walls has held back sidewalk work on this Capitol Hwy segment.

Don: The David Evans consulting firm is doing a study of the 4900 SW Barbur pedestrian crossing (Rasmussen Apts) that will include consideration of improvements like a pedestrian-activated flashing light to warn cars of pedestrian presence.

Kay: She's on a Water Bureau budget committee. There is a proposal to take money from sewer bill revenues for bicycle improvements.

End