

## SWNI TRANSPORTATION COMMITTEE

### **October 17, 2011 Minutes**

Chair: Roger Averbeck

Arnold Creek: Michael Dexter

Ashcreek: Marianne Fitzgerald

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW:

Hayhurst:

Hillsdale: Don Baack

Homestead: Ed Fisher

Maplewood: Karen Williams

Markham:

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan

S Portland: Jim Gardner

SWHRL: Andrew Holtz

WPP:

Visitors: Marilyn Taylor, Mary Pat Hensel, Claire Carder

Staff: Leonard Gard

Guests: Wendy Cawley, Sue D'Agnese, Robert Hopewell, Rich Cassidy,  
Wes Risher, Anton Vetterlein

### **Introductions, agenda and minutes:**

October agenda is approved with addition: Discussion of "East Portland in Motion Action Plan" as new business in neighborhood reports. September 2011 minutes are approved.

### **Barbur Pedestrian Crossing Improvements:**

Wendy Cawley, PBOT traffic engineer reports: PBOT is working on a high crash corridor safety plan for Barbur. PBOT held an open house on the plan in April 2011. Barbur is one of ten corridors being studied. Barbur fits the definition of a high crash corridor for two reasons: 1) a high rate of drivers disregarding signals and 2) high rate of turning or "angle" crashes, which often result in severe injuries. Angle crashes are crashes caused when drivers turn into or out of driveways or highly skewed intersections with stop controlled residential streets. Fifty percent of the Barbur corridor is without sidewalks. The bicycle network is incomplete. One positive – most bus stops are at good locations, but some are not near safe crossing locations.

Some pedestrian crossing improvements on Barbur are already funded; others are being planned but lack funding. One funded project is a pedestrian refuge island at Whitaker to make a connection with the new Gibbs St Bridge. The rapid flashing beacons at the 4900 block of Barbur (Rasmussen Apts) should be completed by Thanksgiving. A green bike lane pavement marking is proposed for the southbound exit to Capitol Hwy. In particular, there are two high-crash locations on Barbur: at Terwilliger (for which they are still looking for a solution) and at the south intersection with Capitol Hwy at West Portland Crossroads. Andrew and Roger suggested consideration of bike boxes on Terwilliger at Barbur to reduce conflicts between cyclists and right turning vehicles. Also, drivers are taking right turns onto Terwilliger

southbound from Barbur eastbound on a red light, which is prohibited there. Use of a red light camera was discussed for this location.

At the newly remodeled Fred Meyer, Custer will be one-way for cars turning off Barbur. A curb extension will stop turns onto Barbur and make pedestrian crossings of Custer easier. No changes are planned for the crossing at SW 13th and Barbur, despite heavy left turn movements from eastbound Barbur.

At the Safeway remodel, there will be a dedicated bus pull-out and widened sidewalks. That may slow cars going down the slip lane to Multnomah Blvd. PBOT is submitting a grant application for ODOT Flexible Funds for new pedestrian crossings on Barbur just south of SW 22nd and at SW 26th Ct & Spring Garden near the 7-11. The crossings may have median refuge islands and rapid flashing beacons. For the future, improvements are being considered for Alice St. There's no proposal yet. It's part of the Barbur Streetscape Plan, so it's been given a placeholder.

Some work has been done to educate drivers. Two billboards are up on Barbur up and there is a banner at B-H Hwy. Police conducted a distracted driving / cell phone enforcement action at West Portland Crossroads on July 20. They issued 31 citations (21 issued to vehicle drivers for talking/texting on cell phone, 1 DUII related, 9 other moving violations) and 8 warnings. Police also did targeted enforcement at schools. They are considering use of red light cameras but discussion has to take place between PBOT and Portland Police as to who will take the lead. Don notes that ODOT has promised stairs to connect Barbur with old Taylors Ferry rd across from the north end of the Barbur Transit Center on the . Wendy reports that at SW 41st and Taylors Ferry, PBOT is planning a curb extension. PBOT and ODOT are working on an IGA. Multnomah NA is also addressing the issue of improvements at that location.

There's no update on Luradel. PBOT did look for a place for a refuge island. This improvement and a curb extension at TFR are both tied to renewal of an IGA between PBOT and ODOT. Kyle Chisek, PBOT project manager, is working on installation of rapid flashing beacons at the pedestrian crossing at SW 62nd and BH Hwy. Pedestrian countdown heads have been installed at nearly all Barbur intersections. PBOT is improving pedestrian ramps around the city and are also putting in larger street name signs and "next signal" signs that show the name of the street at the next intersection.

At the Barbur/Naito split, there is no plan to change the current bicycle infrastructure. Many cars come down from OHSU on Condor, turn right / south on Barbur, and then take a quick U turn onto Naito. This location is on a list of larger issues. It could be a place for rapid flashing beacons. Don calls for retrofitting of the Barbur bridges to be on the construction project list. Sandy reports that vegetation is covering signs at the Pancake House at SW 24th and Barbur.

Wendy says there probably will not be another open house for the Barbur high crash safety corridor study, but she is willing to go to neighborhood association meetings.

Sue D'Agnese and Robert Hopewell of ODOT join Wendy and committee members in a discussion about pedestrian safety improvements on Barbur, some that are imminent and some that are hoped for.

ODOT is looking for alternatives to deal with the intersection at Naito and Whitaker. One idea: installation of a pedestrian hybrid beacon. Hybrid beacons, in contrast to rapid flashing beacons, stop traffic and provide a walk signal when activated by pedestrians. Robert recently talked to a Portland police officer who responded to two crashes at 4900 SW Barbur (Rasmussen Apts

pedestrian crossing). Both were rear-end crashes that occurred when cars stopped for pedestrians. Illumination at the intersection will be improved.

Jim Gardner reports that South Portland wants a Naito crossing as close as possible to Gibbs, at least north of Whitaker, in order to preserve Gibbs as the main pedestrian corridor. Robert reports that ODOT weighed the pros, cons, and chose a crossing south of Whitaker. Marilyn says that to catch the inbound #12 bus, she has to cross over I-5 at 19<sup>th</sup>. She complains that the bridge is dangerous, with a low stone railing only waist high that has gaps. Just some fencing would help.

Robert reports that on Naito at Whitaker, lanes width will be reduced from 12 to 11 feet in order to widen the median. The narrower lanes may slow traffic. That then could reduced the 85% speed and justify a lower speed limit. In that case, ODOT could not be accused of lowering the speed limit just to create a speed trap.

### **Sunday Parkway in SW Portland; consideration of Terwilliger as part of the route:**

Rich Cassidy of PBOT's Transportation Options program presented a preliminary draft proposal to hold a Sunday Parkway event in SW Portland on July 22, 2012. Sunday Parkway events started in 2008 in Portland and have been very successful. One event was held in 2008, three in 2009, and five in 2010 and 2011. The largest event had 35,000 participants.

The events utilize a "soft" closure of a street to turn it into a parkway for bicyclists and pedestrians. The parkway route will have police controlled "bump throughs" where cars can cross, and volunteers staff all other intersections to assist residents that need local access to homes and businesses. This will be the first such event in SW Portland. It could tie in with the Terwilliger Parkway centennial celebration, also in summer 2012. The event would be from 11 am to 4 pm.

Rich posted maps on the wall showing a concept parkway route. The route starts in Hillsdale, goes south, then west on Troy, through Multnomah Village, west on Multnomah, then follows Maplewood Rd into the Maplewood NA, then north and past the SW Community Center to Vermont, and west on Vermont back to Hillsdale. The map also shows some north/south shortcuts for participants who don't want to do the whole route.

The map also highlights the Terwilliger Parkway (SW Campus Drive to SW Chestnut) and the connection to the Sunday Parkway route. Parkway routes try to avoid steep inclines. They link activity areas, like Hillsdale and the SW Community Center. Rich's concept route does have significant detours.

Church services could be impacted, so churches will be contacted. About 200 volunteers work a Sunday Parkway event. Volunteers only work half the event time so they can also participate. Police are paid to do the intersection work. Don recommends publicizing opportunities for parking. Lots of parking spaces in the Hillsdale commercial area will be taken for the farmers market. All in properties shown on the map will get mailed notice of the event, and houses on the route will get door-hanger notices. Wes Risher of Friends of Terwilliger recommends altering the route to avoid the Hillsdale farmers market and instead aligning on Chestnut, which would show support for PBOT's greenway street along Chestnut and then west on Vermont and Illinois.

Wes reports on the 1992 "Cycle Your City" event in SW Portland. Participants had to register with Dan Layden of PBOT. Dan thought that participation would be less in SW Portland because of the hilly terrain but participation was high. Wes calls for Terwilliger Blvd to be a part of the

Sunday Parkway event. Terwilliger has fewer intersections so less police presence and volunteers are needed. Nearby residents along Terwilliger are used to closures. Three neighborhood associations: South Portland, Homestead, and Hillsdale support the inclusion of Terwilliger Blvd in the Sunday Parkway event. Wes also proposes incorporating the Illinois section of the neighborhood greenway into the Sunday Parkway route. PP&R will put in “gateway” banners. A Sunday Parkway on Terwilliger would also highlight recent improvements, like the Gibbs St bridge, which may open in March 2012.

**Don moves to include Terwilliger Blvd as part of the SW Sunday Parkway event. The motion is seconded, but there is no vote.**

Karen expresses concern about supporting the motion without knowing if there is enough money to add Terwilliger to a Sunday parkway event. Anton says PP&R already has good financing. Rich says they can't have 11 miles in one event. Marianne says \$150,000 would be needed, getting money and volunteers will be important. Anton comments: to avoid tension between donors Kaiser and OHSU, it could be made clear that Kaiser was supporting the loop element of the Sunday Parkway event and OHSU was supporting the Terwilliger element.

Anton reports that the Terwilliger celebration will be 3-day event, with a run on a Friday, ceremony and concert in Duniway Park on Saturday, and a race on Sunday. Other comments: a Sunday Parkway event just on Terwilliger wouldn't work; there would be no loop and not enough space for vendors.

**Don moves to table the first motion. The motion is seconded and approved unanimously.**

**Don then moves that the committee support a Southwest Portland Sunday parkway event. The motion is seconded and approved unanimously.**

**Don then moves that the city, PBOT, Portland Parks, and neighborhood associations all support the inclusion of Terwilliger Blvd as part of the parkway event. The motion is seconded and approved. Karen Williams voted no.**

Jim agrees with Roger that Terwilliger alone cannot support a Sunday parkway event. Rich reports that the Terwilliger advocates would have to take the lead on fundraising for the Terwilliger segment if it does become part of a Sunday parkway event. PBOT would include it in its publicity for the event. Wes reports that permits are not the problem, but he wants PBOT support. Karen says she can conditionally support the motion only if it means that Rich's proposed route is not shortened. Wes supports a route that incorporates PBOT's Illinois/Vermont greenway. Counter comment made that the event needs to support local businesses, not greenway projects.

### **Chair Report:**

Roger and Marianne met with Mayor Adams on Oct 3rd regarding Capitol Hwy funding. Mayor Adams said it's not likely to happen in his term. The Mayor plans to introduce a change Portland's street classification system RE liability and maintenance rules for unimproved streets. Since it is too expensive to bring most unimproved streets to all city standards, allow some alternative lower standards for some streets. The sidewalk infill open house will be on October 25 (6 pm in Room 30, MAC).

### **Neighborhood Reports:**

Sandy: They talked to people at Capitol Hill ES. So far, there are no problems with the new speed tables.

Andrew: At 4900 SW Humphrey Blvd, a 1,000 sq ft home was razed and is being replaced with a 7,000 square-foot house. It's in an area that, pursuant to an existing planning document, is supposed to get a new street connection between SW Humphrey and SW Hewett, if new development occurs. City and county staff said no transportation system review was done because the new owner is not increasing the number of homes.

Jim: Seven speed bumps are being put in on Corbett after only one neighborhood meeting. But there has been no objection. Traffic counts will be done.

Discussion of the East Portland Action Plan was tabled due to lack of time. Meeting adjourns.

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. It is flexible in its use by local jurisdiction and is referred to as flexible funds. 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
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