

SWNI TRANSPORTATION COMMITTEE

September 20, 2010 Minutes

Chair: Marianne Fitzgerald

Arnold Creek: Michael Dexter

Ashcreek: Roger Averbek

Bridlemile:

Collins View:

Crestwood: Jim Ure

Far SW:

Hayhurst: Janet Hawkins

Hillsdale: Wes Risher

Homestead: Anton Vetterlein

Maplewood: Karen Williams

Markham: John Gibbon

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan

S Portland: Jim Gardner

SWHRL: Andrew Holtz

WPP: Jim McLaughlin

Guests: Don Baack, Laura Campos, Don Bachman, Will Fuller, Hunter Graham, Rob Gardner, and others

Staff: Leonard Gard, Sylvia Bogert

Minutes, agenda

September agenda is approved. July minutes set over for review in October.

Ground rules for vote on sidewalk infill projects

Marianne reports and goes over ground rules of voting: Identifying the top three projects is the goal. Participating NAs have each nominated one project, and now each NA may cast three votes, one each for its top three projects. Marianne reviews the maps and explains why we are not seeking funding for our tier 1 projects from the HB 2001 fund: the HB 2001 funding is for infill sidewalk projects. We will seek funding from other pots of money for our bigger tier 1 projects, like Barbur, Capitol Hwy, and Red Electric. In our letter to the city re our HB 2001 projects, we'll note that we still support the tier 1 projects.

Before the vote, each NA will have 2 minutes to explain the merits of its project. Then we'll take public comment for 5 minutes. Then the vote will take place. Each NA rep will get a ballot to record his/her three votes. Staff will collect the ballots and record the votes one by one on a large dry erase white board. Then Marianne will entertain a motion to the Board to endorse the vote and recommend the projects as prioritized to the city.

2-minute presentations by NA representatives

Michael for Arnold Creek (Stephenson from 35th to Boones Ferry): This segment serves two schools. It is a collector street and has one bus line. It is a connector to Jackson MS and Boones

Ferry Rd. Stephenson School is a NET emergency staging area and Jackson MS is an evacuation point.

Roger for Ashcreek (Woods Creek curves on Garden Home Rd): It is a neighborhood collector. Speeds are faster than the speed limit. The street serves Multnomah Village, and provides one of the few connections to Multnomah Blvd. The walkability score is 20 out of a 100. The curves at the Woods Creek crossing create very poor sight lines, and pedestrians, to navigate this segment more safely, have to cross back and forth on the street. There is bus service.

For Bridlemile (Shattuck from Beaverton Hillsdale Hwy to Hamilton) there is no NA representative and no report.

Jim Ure for Crestwood (Taylors Ferry Rd near Barbur and I-5): This segment is near the Barbur Transit Center and the West Portland crossroads commercial district. It serves the residential area to the west and has bus service. It also gives access to Woods Park. This segment rose to the top for Crestwood because it gets lots of foot traffic and there is one 100-foot segment that is particularly treacherous for pedestrians.

Janet for Hayhurst (Vermont from 30th to 37th): Many people walk this segment. Large numbers of people walk it to go to religious services. It's a tough area for pedestrians. Shrubbery is a barrier and the shoulders are very narrow. There is bus service and it's a SR2S to Hayhurst Elementary. Wilson HS students also use the segment to walk to school

Wes for Hillsdale (SE side of Sunset Blvd from DeWitt to 18th): This segment is close to lots of trip attractors like the library and DeWitt Park. It serves schools and is in the Hillsdale Town Center. A farmers market operates on Sundays. They recently counted 140 pedestrian trips in a day on the segment. The segment has a lot of development potential. There is a walkable shoulder but sometimes pedestrians have to walk around cars. For that reason, parents often don't allow their children to walk there. There is a sidewalk on Sunset Blvd from Capitol Hwy up to Salvador Molly's but not farther. This project would extend the sidewalk northward to 18th.

Anton for Homestead (Marquam Hill Rd/Gibbs/11th): There is lots of public land, so no LID can fund improvements. The segment connects to Sam Jackson Rd, and thus is the only connection between the Marquam area and the upper hill area (Fairmount and beyond). The segment gets lots of traffic and is fairly steep in places. OHSU is a major attractor. TriMet #8 bus line gives frequent service. There are sidewalks on part of Gibbs, and the Gibbs to Gaines segment will get some metering money—so this proposed project will get some leveraging. This segment is also part of the 4T trail.

John for Markham: They looked at Taylors Ferry Rd and Lancaster/26th as possible project sites but decided instead to support two other NA projects: WPP's Huber project and S. Burlingame's Spring Garden project.

Karen for Maplewood (Vermont from Oleson to 45th): This project meets the basic criteria. There is bus service and many trip attractors like the SW Community Center (SWCC) and Maplewood School. The proposed sidewalk would connect (from across 45th) to the existing

sidewalk at the SWCC. Design work has already been done in the halo LID project. Now, from Oleson to 45th, there is only one very short sidewalk segment, at the drycleaners at 45th and Vermont.

Kay for Multnomah (40th to Barbur): This is a flat segment. Two big re-developments are coming: the Sears armory site and the Safeway site. Multnomah Blvd is a major east/west connection. It goes right by the Multnomah Village with trip attractors like the Senior Center and Loaves & Fishes.

Sandy for South Burlingame (19th and Spring Garden from Barbur to Taylors Ferry Rd): This is a segment that gets a lot of east/west traffic to and from Barbur. Along the segment are Capitol Hill Elementary, St. Claire church and school and at the east end a pocket park and John's market. Shops on Barbur generate a lot of traffic. Commuters wanting to catch buses on Barbur will park on the gravel shoulder at the elementary school, blocking students from walking on the shoulder.

Andrew for SWHRL (Dosch from Patton to Dosch Ct): Dosch is on all planning documents. It's a district collector and emergency response route. There are ditches on both sides with little clearance for pedestrians. The #51 bus runs out it but that service has been cut back. High school students have to walk on this segment to catch buses to school. The NA could accept alternative surfaces like asphalt. Paths along this segment would connect with existing paths starting at Strohecker's.

Jim M for WPP (Huber from 3700 to 4200 block and 40th from Huber to Wilbard): This project will fill in sidewalk gaps on Huber. The 40th segment improves the connection to the pedestrian bridge to the Barbur Transit Center. The Barbur TC bridge is a good asset that is underused.

No one speaks for the Far SW project: Pomona from 35th to 53rd/Barbur.

Public comment

Laura: She is transit-dependent. Her focus is on sidewalks that serve schools and transit. She favors the Hillsdale and WPP projects.

Unidentified woman: Projects are super.

Unidentified man: Several feeder streets connect to this segment on the east side. There are lots of trip attractors in this area: the library, town center, Wilson pool, soccer games, Food Front, and there are 8 bus lines on Capitol.

Don Baack: Anyplace we do sidewalk improvements, we should also do bicycle improvements.

Rob: At the east end of Multnomah Blvd, drivers are already starting to speed as they anticipate merging onto I-5. The area there is densely populated and Multnomah Village is big attractor.

Unidentified: Money should go where there is the most need.

Will Fuller: He did a review for the Schools Committee, and found 8 arterials that have a correlation with schools. Six of the nominated projects have schools involved. The Schools Committee supports any project that includes any of the above 8 arterials, and that includes Arnold Creek, Bridlemile, Hillsdale, Hayhurst, Maplewood, South Burlingame, WPP, and possibly SWHRL.

Unidentified student: He and other students did a count in Hillsdale one day and counted 169 people walking in the area. While doing the count, many felt that cars were encroaching on them.

Kay: She notes that lots of the projects are gap projects.

Vote taken and motion approved

NA representatives then vote, and votes are tallied. Results are as follows:

1. Huber/40th: 8 votes
2. Multnomah Blvd, 40th to Barbur: 6 votes
- 3 and 4. With 5 votes each, tie between:
 - Sunset Blvd, DeWitt to 18th
 - 19th/Spring Garden, Barbur to Taylors Ferry
5. Vermont, 30 to 37th: 4 votes
6. Marquam Hill/Gibbs/11th: 3 votes
- 7 and 8. With 2 votes each, tie between:
 - Vermont, Oleson to 45th and
 - Dosch, Patton to Dosch Ct
- 9, 10, 11, and 12. With one vote each, tie among
 - Stephenson, 35th to BFR
 - Woods Creek curves on GHR
 - TFR from Capitol Hwy to 48th
 - Pomona from 35th to 53rd/Barbur
13. Shattuck, B-H Hwy to Hamilton: no vote

Andrew and Jim M recommend sending the top five projects to PBOT. Kay says that the number of people is more important than distance. Jim M says the HB 2001 funding could become a bi-annual event. Wes recommends we report our vote to our delegation in the Oregon legislature.

Jim G moves that we recommend to the city that these are our priorities, and that we call out our top five projects but describe all the projects we voted on and their attributes, and that we call for addition of bicycle improvements when needed. Jim M seconds, and **motion is unanimously approved.**

July minutes

July minutes twice erroneously describe HB 2001 as a federal bill. Wes remembers April Bertelson say that the city may look at the ability of abutting homeowners to pay in considering whether homeowners should pay a portion of the cost of infill sidewalks. He also remembers her saying something to effect that projects paid for in part by the community could jump the queue. And someone had said that some streets are getting use more intense than their stated street

classification. Approval of July minutes is set over to October. Leonard and Wes will communicate.

Neighborhood reports

Jim M: Recently he was driving on Pomona near Jackson MS and was pleased to see two police cars stopping three cars.

Sandy: South Burlingame is meeting with the city regarding the controversy over raised crosswalk on Spring Garden at Capitol Hill ES. The NA backs re-painting, but not the neighbors who started this, they want removal. There is an outstanding question whether the crossing worked better before the paint faded.

There's a new traffic calming project in Hayhurst.

Don: Trails will discuss the issue of extended shoulders. They are also working on the issue of the crosswalk at the Rasmussen Village apartments. There's a question of whether it is a legal crosswalk. With no stripes and no intersecting street, it may not be legal. It's unclear whether a trail could meet the definition of an intersecting street. Trails will push to get a strobe light at that crossing and will take a field trip to look at a similar crosswalk situation in Aloha. Ron Kroop of ODOT has a stop light that might be installable at the site.

Roger: Ashcreek is looking forward to the end in February of the Multnomah Blvd. project. It's a big impact because Garden Home Road is the relief road. The concern is what the condition of Multnomah Blvd will be when the city is finished. If it's just asphalt patching and repainting, it could be a mess.

Announcement: The Capitol Hwy open house will be this Thursday, 4 to 7 pm, in the MC auditorium.

Michael: He put in two calls to PBOT regarding Boones Ferry Road and Stephenson.