

SWNI TRANSPORTATION COMMITTEE

September 19, 2011 Minutes

Chair: Roger Averbeck

Arnold Creek: Michael Dexter

Ashcreek: Marianne Fitzgerald

Bridlemile:

Collins View:

Crestwood: Linda Niles

Far SW: Charles Radosta

Hayhurst:

Hillsdale: Glenn Bridger

Homestead: Ed Fisher

Maplewood: Karen Williams

Markham:

Marshall Park:

Multnomah: Kay Durtschi

S Burlingame: Sandy Morgan

S Portland:

SWHRL:

WPP:

Visitors: Don Baack, Randy Bonella, Frank Charbonneau

Guests: April Bertelsen and Ross Swanson, PBOT; Stephen Sykes, BES, Kristen Kibler, JLA

Public Involvement

Staff: Leonard Gard

Minutes, agenda, introductions

August minutes and September agenda are approved.

Burlingame Trunk Sewer Project

Stephen Sykes of BES reports: This project replaces a 50-year old, 30-inch gravity pipe that runs east from SW 31st along Multnomah Blvd to I-5. Although the pipe is not at the end of its service life, it needs to be replaced to accommodate increase flows from the Fanno pressure line running from the Fanno pump station to SW 31st and Multnomah. The pump station has increased capacity and the pressure line now has two 30-inch force mains. Emery Construction is the general contractor.

The project has two parts:

- 1) The freeway ramp closure, which will begin October 3 and end November 18. It's written into the contract with Emery Construction that the ramps must be open during the holiday shopping season, from November 18 to January 15. Notice of the ramp closure has gone out to 500 email addresses and by mail to 15,000 addresses. During the ramp closure, the contractor will install a new liner in existing pipe.

2) In the second phase of construction from mid November to July 2012, Emery Construction will be doing deep open trench work to replace existing pipe on the N. side of Multnomah Blvd between SW 22nd and 31st Ave. Two lanes will be open during rush hours: 7 to 9 am and 3 to 6 pm, with one lane open between 9 am – 3 pm (with flaggers). BES has a noise variance to do night time work for 45 days, but may not need to do much night time work.

Comments from committee members and visitors:

- The map is still unclear as to which freeway exits and entrances are being closed.
- A new map is needed when the ramp closures end.
- The map should be broadened to show Oleson. The map should not show all traffic westbound on Multnomah turning south onto 40th. Stephen Sykes stated that the PBOT traffic engineer who wrote the traffic control plan believes that many drivers already have alternate routes, and that the 40th Avenue route is a suggestion for those drivers who don't know an alternate route. Randy remains concerned about traffic back-ups during the morning rush hour, especially on SW 40th and Capitol Hwy. Kristen reports that variable message boards will be placed at Oleson a week before construction starts. Roger noted that when a gas line break occurred during the Fanno sewer construction in 2010, Multnomah remained closed during the evening rush hour causing a huge back-up on Garden Home Rd (GHR).
- Don notes that many cars now have GPS and he asks whether Google has been contacted. Kristen says people choose the best routes for themselves. The PBOT traffic engineer input was signage with more than one alternate route would confuse drivers. Roger asks whether electronic speed reader board signs can be placed at hot spots such as Capitol Hwy or Spring Garden in school zones. Stephen has requested two signs be made be available, but the sign's current locations are unknown.
- Flaggers should be used at intersections like 40th & GHR / Capitol Hwy & Taylors Ferry Rd (TFR). Evening rush hour traffic is better dispersed due to more options (I-5 southbound exits to Barbur). Morning eastbound traffic on Multnomah Blvd trying to access Barbur and I-5 northbound will be the worst.
- The Terwilliger off ramp for south bound cars on I-5 is a bad spot during the evening rush hour. It would be very dangerous if exiting cars were backing up onto a freeway travel lane. The light on Barbur should be adjusted; that will take negotiation with ODOT.
- The Burlingame Fred Meyer will re-open on October 24 and that will attract a lot of traffic.
- Roger asks about detours for bicyclists; Kirsten distributes a map showing east bound bicyclists on Multnomah being re-routed north on 31st to Capitol Hwy and south on 24th and 25th to Barbur where there is a pedestrian-activated traffic signal.
- Local TV stations give coverage to detours: The city should cooperate with them to publicize news about delays, closures.
- A contractor is currently re-locating telecommunication duct banks on Multnomah between SW 25th and 28th Ave. The bike lane in this segment is closed and remains a loose gravel surface; it needs temporary paving. The approved traffic control plan (TCP) has not been released yet. Stephen Sykes will provide an electronic copy of the TCP when it becomes available.

Capitol Hwy

Ross Swanson of PBOT reports: The Capitol Hwy Refinement Plan (from GHR to TFR) is on the shelf. Cap Hwy is still on PBOT's request list for federal money. He and BES staff have been

looking at alternatives to lower costs. The refinement plan would provide: Sidewalks; bike lanes; intersection and crossing improvements; and stormwater management facilities. The stormwater management cost estimates were approx. 50% of the project cost, but BES is not willing to contribute that percentage of the funding.

PBOT and BES are looking at alternative methods of stormwater management. One possible solution is a gravel ditch to swale facility but this does not create an ADA compliant walkway and does not meet all stormwater facility requirements. One proposal is use of vegetated swales with two to three feet of extra gravel under the sidewalks to act as an additional reservoir for stormwater. This would meet stormwater facility requirements, but still require use of four drains, two pipes and two natural drains per each swale. Installation of weirs at 50-foot intervals with two to three holes (depending on flow rate) would direct stormwater to an underground filter and discharge it to a nearby stream.

According to Ross Swanson, it would cost \$7 to \$9 million to construct a multi-use path on one side of Cap Hwy. The \$5.2 million potentially available from HB 2001 funding is not adequate to construct a multi-use path. Committee members are concerned about pedestrian and bicyclist conflicts on a two directional multi-use path due to the grade of the ROW and travel speed differences. Roger suggests the phasing proposal be shared with all members of the Cap Hwy CAC.

HB 2001 funds

April Bertelsen of PBOT reports. She brings two wall maps and handouts which show crash and transit data for tier 1 and 2 sidewalk candidates. There are outstanding questions on how to allocate the available HB 2001 funds (approx \$8 million). PBOT's preliminary cost estimates conclude that all the five tier 2 projects (see attached) could be done with \$8 million with a sidewalk on one side and the work being done within existing ROW. The big question: do we do all the tier 2 projects or instead use the money to fund Capitol Hwy improvements?

Marianne objects that the choice we're being given is a fraction of what we've wanted for safer pedestrian and bicycle infrastructure. April reports that PBOT is preparing a request for \$750,000 from ODOT Flexible Funds for crossing improvements on Barbur between SW 19th. Glenn is ok starting with projects with a sidewalk on only one side; It's progress. April says this is a unique opportunity to have \$8 million for sidewalks. Mayor Adams is supporting it. Option A distributes benefits to a number of projects and NA's. April leans to option A. Don urges that the city allow no more waivers of remonstrance. Put in sidewalks whenever development occurs and that could get sidewalks on the second side. Michael favors option A; these are improvements at the neighborhood level. People in the community did a lot of work prioritizing these projects.

Glenn moves that SWNI support option A for funding. Michael seconds.

Marianne: Barbur and Capitol Hwy should be funded first based on safety criteria. Ashcreek favors option B. Linda: Capitol Hwy is Crestwood's priority. Kay: Capitol Hwy is the main feeder into I-5. Traffic volume is high. The community has been pushing for Capitol Hwy for a long time. Roger: is this the right pot of money for Capitol Hwy? It's not enough. Don: We can

fight for Capitol Hwy later. He supports option A. Karen supports option A. Charles comments that if half of the Capitol Hwy project were done, it might attract more money.

April reports the \$8 million is there for the current year and the next year. Mayor Adams has not guaranteed the money beyond those two years. Although the cost estimates are preliminary they do include some refinement including design and engineering.

Vote is taken and approved 5 yes, 4 no. Yes: Glenn, Karen, Sandy, Ed, and Michael. No: Marianne, Charles, Linda, Kay.

Flexible Funds

April: City Council did not forward the Barbur demonstration area to Metro for funding from the Regional Flexible Funds (RFF) program. City Council directed PBOT to look for other funding for pedestrian crossing improvements on Barbur between SW 19th and 26th. PBOT is scoping a proposal to ask for \$750,000 from ODOT Flex Funds for two pedestrian crossing improvements: At Spring Garden & Barbur; near the 7/11 store just NE of 26th. April asks for input on these and other locations between SW 19th & 26th.

Comments include:

- There are more pedestrians crossing at SW 22nd Ave. SW 24th is already signalized.
- Maybe a mid-block crossing near 22nd to avoid conflicts with cars making turns.
- There are lots of apartment complexes that generate pedestrian trips. They'll choose the easiest place to cross.
- Don suggested installation of cameras to record where people walk.
- Pedestrian activated signals and median safety islands will be considered, not full traffic signals.
- April thinks the Barbur projects meet the criteria, could compete well and have PBOT and ODOT support.
- ODOT Flex Fund Grant applications are due October 20.

Glenn moves that SWNI endorses funding for two pedestrian crossing improvements on Barbur SW 19th and 26th, with final locations to be determined later. Kay seconds and the motion is approved unanimously.

Due to lack of time, agenda items: Committee action plan; Safeway redevelopment; and neighborhood reports are not addressed, and 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