

**SWNI Transportation Committee Meeting
March 21, 2016**

Chair: Roger Averbek
Arnold Creek: Hans Steuch
Ashcreek: Marianne Fitzgerald
Bridlemile:
Collins View:
Crestwood:
Far SW: Marcia Leslie
Hayhurst:
Hillsdale: Eric Wilhelm
Hillsdale B&P Assoc.:
Homestead: Ed Fischer
Maplewood: Stephan Lewis
Markham: Jeff Monaghan
Marshall Park:
Multnomah: Chris Lyons
S Burlingame: Scott Richman
S Portland: Jim Gardner
SWHRL: Ryan Fedie
WPP:
Guests:
Visitors:
Staff: Leonard Gard

Guests: Dan Layden of PBOT
Visitors: Al Iverson, Michael Kisor

Note: Look to next month's minutes for any corrections or changes to these minutes.

Introductions, minutes, agenda

Introductions are done. Ryan Fedie is introduced as new SWHRL representative to the committee. February minutes are approved with corrections:

Page 1: In New business, first line, correct Erik to Eric.

Page 2: Second to last paragraph, page 2, correct Barbur Streetscape Plan to Barbur Concept Plan.

Page 4: To first sentence add Local Transportation Infrastructure Charge.

To fifth paragraph, correct Morris House to Morris Marks House.

Agenda is approved. Update on Barbur Blvd RSA will be set over to April.

Dan Layden reports on SW Garden Home Road/Multnomah Boulevard intersection funding and SW Capitol Hwy preliminary designs

Dan is the capital program manager at PBOT. He has two projects to discuss:

1) SW Garden Home Road Multnomah Boulevard intersection funding: Funding for

this intersection has been on the project list for a long time. For years it's been on the Portland's SDC fund list at a cost of \$1,000,000. The SDC fund is a matching fund. SDC revenue is now available for the project. There are two funding resources they have available now: 1) \$200,000 from Washington County and 2) \$800,000 from the Portland SDC fund. PBOT is now asking Washington County to match a contribution from PBOT of \$1,000,000. Now is the time to support the project. The design is from May 2000, so expect some tweeks. Staffers in Washington County are receptive. There are jurisdictional issues—the site is in unincorporated Washington County but the street belongs to the City of Portland. Michael and Stephan want SW 69th to "T" into the Garden Home Rd/Multnomah Blvd intersection with a pedestrian connection.

Roger notes that businesses should be involved. Marianne says a signal is needed at the pub. There is a sudden drop in the speed limit, from 45 to 25 mph. There are two lanes that could be reduced to ten-foot widths. The #45 bus goes through the intersection.

2) SW Capitol Hwy preliminary designs: This is the segment of Capitol Hwy from the Multnomah Blvd overpass south to Taylors Ferry Rd. Dan distributes handout showing four concepts at 2 percent designs. The designs are all expensive and out of range of funding. Stormwater management is a big cost. BES approached PBOT with the project and hired a consultant to make concept designs. The designs focus mainly on stormwater. The designs attempt to reduce impervious surface to make stormwater management easier.

The four concepts:

1. Sidewalk on west side. Bike lanes in both directions. Disbursed water quality.
2. Similar to 1 but uses centralized stormwater facilities and fewer green facilities.
3. No improvements on the east side. The west side has a multi-use path and has the least stormwater improvements.
4. Similar to 3 but has protection for bike lanes on the east side.

Dan would like feedback on the concepts—shared paths, etc. About \$5 million in SDC funds is available for this project. Chris says Multnomah doesn't like the multi-use path and favors options 1 and 2. Sidewalks on one side are OK. Eric proposes that if there are bike lanes, the car lanes could be narrowed to slow the cars down. There is concern about the speed of bikes in a shared ped/bike multi-use path (bicyclists hitting pedestrians). There is concern about the separation of bike lanes from auto lanes—city workers won't be able to sweep up debris from the bike lanes. But devices like rumble strips could effectively separate cars and bike and still allow cleaning. Dan says BES and PBOT are working well together and they also favor separate lanes. There is too much traffic for shared bicycle/car lanes. This project doesn't have huge pipes for storage of stormwater, so it's less expensive. Scott is critical of option 3 because of two-way traffic. Dan says PBOT will not use pervious pavement—it wears out faster. Eric notes that on the new Multnomah Blvd improvements, driveways cause dips. Roger says that a multi-use path on the east

downhill side is not good. An example is the Tillicum bridge. People have to stay in separate lanes. There is no maintenance beyond the curb line. The cycle track is city-maintained. The Capitol Hwy Refinement Plan addressed intersection changes. 41st on the south end needs work. Intersections have to be squared up. PBOT is focusing more on both ped/bike and stormwater issues in this concept. Marcia asks whether volunteers could do maintenance work, but Dan says there are safety issues. The timeline depends on what happens in May; this project could soon move into the design phase.

Chair/Vice Chair reports

Marianne makes the following motion:

Ashcreek proposes a motion asking for SWNI support of the Garden Home Road/Multnomah Blvd intersection, which is being proposed for Washington County MSTIP funding (one of two parcels in the city that qualify for these funds). Stephan Lewis seconds and the motion passes unanimously (Ryan Fedie of SWHRL abstains).

Roger reports: he gives an update on the Barbur Road Safety Audit. A handout is distributed. There's a project list of near term projects that's broken down into corridor wide improvements and location specific projects. It includes a second more controversial list of projects yet to be designed that could start in in three to five years. These projects are particularly in the wooded section.

Should ODOT come back again to our committee? They didn't follow Roger's recommendation that they form a stakeholder group for design. The designs they have so far are at the concept level.

Eric urges that ODOT proceed with a lane drop now. It could be done just with re-striping. Discussion ensues regarding lanes and bridges related to safety for bicyclists. Stephan may have a motion next month. Eric, Ed, and others converse on issues of bikes at intersections, signalization, right-turning cars, etc.

Marianne reports: Leah Treat reported that ODOT wants to transfer jurisdiction of Powell Blvd to PBOT. PBOT will not take jurisdiction of state roads until they are brought up to full standards, and ODOT is planning to do improvements on Powell Blvd. to bring it up to standards. ODOT farther in the future wants to also transfer Barbur and 82nd to PBOT. Roger reports that there are some upcoming SWCP meetings and there is a recent SWCP technical memo out regarding PCC-Sylvania.

Marianne met with city staff tonight. There is a progress report and our letter was acknowledged. City staffers appear to agree that planning should start with land use. But Metro doesn't want to change the shared investment strategy. They are getting more sensitive to neighborhoods south of I-5. Those neighborhoods need to have a priority list. Marianne requests that we think about the highest priorities for stations. Terwilliger and Barbur were also discussed. Dates are given for meetings. On April 20, the IGA goes to City Council. City Council did address our concerns of last month.

Conversation then turns to the city's proposal for a local transportation infrastructure charge (LTIC). Marianne Fitzgerald makes the following motion: **That SWNI conditionally support the proposed LTIC, with the following changes:**

- **Amend draft City Code Chapter 17.88, section 020B, last sentence, to read, "The payment of a Local Transportation Infrastructure Charge and issuance of a Waiver of Remonstrance will satisfy the requirements of this subsection."**
- **Amend draft City Code Chapter 17.88, section 0090A, after the word "zone" to insert "or are issued a Waiver of Remonstrance for required street improvements." (the intent is that developers along collectors or arterials that are issued a Waiver, like the ones on SW Capitol Highway, also pay the fee)**
- **LTIC funds must be spent within the seven coalition districts in which they have been collected.**
- **PBOT must reach out to local residents, neighborhood associations and community organizations and consider local transportation priorities before determining how funds will be spent in the district coalition area.**
- **Support Ordinance Finding #17 that allows funds to be used on "adjacent or related transportation facilities" and not just on local streets.**
- **Because the proposed initial LTIC fee does not include the cost of stormwater improvements, within MS4 areas, the Bureau of Environmental Services must fund the stormwater management components of street improvements that also require stormwater improvements.**

Jim Gardner seconds the motion. Roger has concern regarding a battle between money for busy streets and money for local streets. PBOT builds a list from open houses and other sources and the results from those lists may favor the east side. We want funds spent locally. The motion passes unanimously (Ryan Fedie of SWHRL abstains).

Marianne decides not to proceed with a third motion regarding stormwater improvements on Stephenson and Hamilton. Roger expresses concern over an email thread that got copied to Commissioner Novick. It turned into a blog. Chris would like PBOT to appoint liaisons to the district coalitions like BPS does.

Neighborhood reports

Chris: Two months ago Multnomah NA called for a safety audit of the slip lane down to Multnomah Blvd from Barbur Blvd (starting from the Safeway store). The merger is dangerous. An audit will take about four months to do.

Hans: Arnold Creek NA is studying swales and extended shoulders. They did a recent walk. The neighborhood wants walkability and has not objected to the Stephenson shoulder improvements to treat stormwater and provide a walkable space. But the project has resulted in only four strips of walkable sections on Stephenson St.

Ed: At their next meeting, CVNA will get a report from a couple of PSU graduate students on night-time transportation alternatives to pill hill.

Eric: A poll has been done as to how much parking should be built into the development at the Golden Touch site. Half of those polled support as much or more parking as proposed. A quarter leans toward a minimal requirement for parking.

Jeff: Planning for 19th St stormwater improvements is pushed out to June.

Scott: Conversation in SBNA has been about the Golden Touch development.

Stephan: St. John Fisher Church is working with the Trails group to establish a trail through the church property that honors the historic trail connecting Maplewood to Gabriel Park. The LID project is moving forward.

Ryan: A set of historic stairs going from Vista to Mill St has been closed. There's an issue whether it is on private property, and the NA is addressing the issue. At Clifton and 10th, there is a new multi-family development with a zero setback. It will block multi-use paths. But they have now heard the new building will be cut back to open a pathway. They are working on getting a parking permit with an exemption for residents. SW Broadway is closing this summer for a couple of months.

Marcia: Regarding a HCT connection to PCC Sylvania, emphasis went from direct access to PCC to an "avalanche." The latest SWCP memo on page 14 refers to about 93,000 households have access to PCC Sylvania within 60 minutes. But people don't want access to PCC Sylvania; they want access from one end of the Barbur corridor to the other. They misrepresent the need and benefit (of access to PCC Sylvania) and the community may have to do some publicity. A low tram is still being considered. It would be invasive. Tram riders could look into windows of houses not just on 53rd but into windows of houses a block away. Money for a tunnel could be better spent creating better surface connections to nearby neighborhoods.

Marianne: The Green Goddess marijuana store will hold a big event on April 20. A traffic plan proposed. They will hire staff to help with parking

Roger: City Council amendments to the TSP have been made public. Joan has links. Next month on the committee agenda: SWCP.