

**SWNI Transportation Committee
Minutes September 19th, 2016**

-Final-

Chair: David Martin

Arnold Creek:

Ashcreek: Marianne Fitzgerald

Bridlemile:

Collins View: Prakash Joshi

Crestwood:

Far SW: Wes McMullen

Hayhurst:

Hillsdale: Eric Wilhelm

Hillsdale B&P: not signed in, Don Baack

Homestead: Ed Fishcher

Maplewood: Stephan Lewis

Markham: Jeff Monaghan

Marshall Park: not signed in, Joanne Ross

Multnomah: Chris Lyons

South Burlingame:

South Portland: Jim Gardner

SWHRL:

West Portland Park: Britta Herwig

Guests: Chris Ford, Metro; Eryn Kehe, Metro; Michaela Skiles, Metro; Teresa Boyle, PBOT; Amy Fandrich, Trimet; Radcliffe Dacanay, BPS

Visitors: Patty Barker (Arnold Creek), Nancy Steton (SWHRL), Marcia Leslie (FSW), Roger Averbeck (Ash Creek), Michael Kisor (Ash Creek), Bob Ross, Kay Durtschi (Multnomah),

Call to Order/Minutes: SWNI Transportation Chair David Martin called the meeting to order at 7:05 pm. The July 18th, 2016 minutes were approved with corrections from Don Baack

Abstained from vote:

New Business –

Eric Wilhelm- Vermont repaving that is in the Gas Tax projects, interested in outreach process and if NA have received any information since the project is in the design phase. Stephan- NA is looking to widen rd, shrinking lanes in an effort to lower speed. Eric is interested in having PBOT remove centerline on Vermont since it is a shared roadway. Request to have project team come to the next committee meeting. Stephan noted that he hasn't heard much back, that in the past it has taken up to 6 months to get a speed assessment

Jim Gardner- Mentioned the lack of representation on PBOTs Fixing our Streets Oversight Committee from SW Portland. Views it as an issue of geographical equity. Question of if there was any applicants. Marianne mentioned that she was contacted by email in regards to the outreach process, however she had forwarded it to Roger as she was asked not to reapply due to serving on committee for 6 years. David Martin mentioning that these types of Oversight Committees tend not to have much influence on project and added that budget and advisory committees tend to be more impactful. Jim Gardner expressed interest in having a copy of the Oversight committee minutes and put forth a request to ask for resident addresses for existing committee member in order to determine if there is representation from SW Portland.

Presentations:

Bob Stacy, Metro Council. Addressed Committee stating that he was here to listen and hear thoughts and actions from committee members over SW Corridor presentations.

Metro Update on SW Corridor Project, DEIS scoping phase. Representatives from Metro, Trimet, and PBOT in attendance. Chris Ford and Eryn Kehe presented on the upcoming Federally mandated DEIS scoping phase. *Since last committee meeting in June:* Analysis will be done on proposed shared investment projects, on June 16th council adopted a range of alternatives and proposed, Sept 2nd Scoping phase started. Scoping phase will be open until 5pm, Mon Oct 3rd 2016.

Schedule after scoping: Staff recommendations presented at steering committee at Nov 9th or 10th. Steering Committee recommendation will be presented on Nov 12th with opportunities for public comments. SW Corridor Staff is open to a special session to present findings at SWNI in November.

SW Corridor Staff encouraging residents to submit responses to DEIS process with multiple ways to provide comments: Complete a survey on the website: www.swcorridorplan.org, Attend the public scoping open house: September 22, 6-8 PM @ Wilson HS, Send an email: swclrt.scoping@oregonmetro.gov, Write a letter: SW Corridor Light Rail Scoping Comments 600 NE Grand Ave Portland, OR 97232, Two surveys, short format 5 min, more in depth long format 20 min. Scoping summary report will be released in coming months with all comments. In addition to comments during the DEIS phase will exist with in Federal Government Document **Staff** asked committee what they would like presenters to address from the list of Topics:

LRT system: station locations, park and ride

“Bucket 1” or integrated projects - Already proposed for study

“Bucket 2” or non-integrated - Under consideration for study

Connection options to Marquam Hill-How to get to PCC Sylvania, 10 existing options to be reduced through scoping phase. SW Corridor Staff stated there was a lot of interest in SW Portland for bike and walk projects to get to stations, with existing limitations due to historical patterns and terrains.

Staff addressed the issue of the requested over I-5 crossings at 13th and 53rd station in Bucket 2 as a need to have safe pedestrian option to the current Barbur transit center by stating that the current plan calls for two proposed park and rides within the scoping phase. The current Barbur TS will be reconfigured and another possible TS location being on 53rd

Staff provided clarification on the process and risks associated with items moving from one bucket to another are separated into two categories: 1. Neighborhood groups, risk is low: Risk Including: projects being overdesigned and becoming federalized, inclusion of an environmental review would increase cost.

2. Individual project level, minimal risk: Risks include: Staff could choose not to include it in the locally alternative list, the aggregation of projects could slow projects down, with the more projects there are slower the environmental review the slower the implementation of the project.

Staff stated that reviews of bus service, bike parking and future transportation options reviews will not be until 1-2 years prior to LTR opening. SW Service Enhancement Plan addresses some of these issues

Staff concluded by encourages residents to come and participate at the Open House at Wilson High School September 22nd. Event will follow the open house format with 10 different stations addressing specific issues, comment cards and oral comment station.

PBOT update on SW in Motion (SWIM)- Rich Newlands, project manager, presented on SWIM as a planning process for develop a implementation strategy for active transportation projects in SW Portland as defined in the Portland plan. SWIM is a tool to deliver active transportation projects more efficiently by knowing PBOTs priorities in a large area of Portland competing for limited funding. A developing strategy to move ideas into projects

-SWIM is borrowing from a project in East Portland, EPIM as a successful implementation strategy with recognition of the geographical differences in the SW Portland. Not to use EPIM as a template going forward.

Still defining what the public process will be

1. Developing list of active transportation project ideas that supports residents ability to use alternative modes of transportation to get to locations. With the ability to tap into ready made projects that are already out there as well as new ideas of projects. Analysis of existing conditions, example pedestrian density network analysis of crossing opportunities, and issues analyzing demo/focusing on equity

community input-public involvement has not been flushed out

2. Take project list, developing priorities and contributing factors. Community input will be a factor in assessing what priorities are and whatever criteria the process develops to help guide the process ultimately will end up in a prioritized list of projects as a relatively conceptual process-outside previously designed implemented. Project name, function and rudimentary assessment of cost has been established. These factors will be compiled and projects prioritized to go before City Council and will determine active transportation projects within a 5-20 year possible implementation process
Assessing funding potential funding sources that best fit the actions

Project implementation being wrapped up with in 1 year time with council approval. Starting point, the project will be guided by SAC: guide prioritization and public involvement process. Idea of following EPIM's strategy of piggybacked on existing projects to conduct public involvement and surveys for feedback

SWIM will begin working with NA to participate with project selection and prioritization. Through identifying existing need in a equitable fashion.

SWIM-Fix Our Streets Gas Tax has identified two bucket of funds for active transportation projects in SW, Crossing Improvements buckets \$500k, protected bike Lane bucket \$200k will be available close to the adoption of project plan.

SWIM doesn't want to capture just those larger projects, interested in pursuing whole range of project scale

SWIM- will be looking existing plans such as the Bicycle Transportation Plan Process in addition to new ones. Stating it is fine to reiterate previously identified plans, in addition to new projects that are needed or overlooked. There is no current timeline to submit NA committee application. More communication and up and running web site sometime within October.

Program Updates

Don Baack, SW Trails- Talked to PBOT and got a agreement to identify key connections through individual NA neighborhood. Provided a example of a map showing connections that have been identified by the Hillsdale NA. Anyone can nominate a right of way that will be reviewed through SWIM open house process. After the assessment of key connections, this list will be turned into city council for approval and implementation. Plan would be to go through the SWIM process of city council approval rather than going directly through Portland Parks and trails process. Due to the current process is very involved to get city council approval, this plan we would go through open houses and do this whole sale rather than per project bases. Comments included the need for trails, to be ADA compatible.

Chair Report

TSP Stage II draft is available, with opportunities to testify on Oct 6th and 13th. Council will be Highlighted the Multnomah Village walk event will be Tues Sept 20th at 10am, a collaboration by neighbor walks, AARP, PBOT, Oregon Walks.

Stephan-participated in Cully walk, is interested in working with Oregon Walks to organize a event for the summer season is SW Portland.

Marianne Fitzgerald-Street and Stormwater Summit September 29th 2016, project as an out growth of Capital Highway Project. Will feature BES and PBOT to facilitate a dialog between community and the two bureaus.

Agenda: contributing presenters and is encouraging committee members from the Transportation, Land Use and Watershed to participate, please RSVP.

Neighborhood Reports and Program Updates

Eric Wilhelm (Hillsdale)- update on SW Chestnut st & Terwilliger repairs, street has been paved. Managed to get a crosswalk bumpouts on Burlingame at Chestnut st.

Marianne Fitzgerald (Ash Creek)- On October 3rd the Washington count commission will vote on a 100% list for MISTIP that would get approval for Garden Home and Multnomah Blvd. intersection improvements, one of

few intersections that are within Washington County and Multnomah County. \$2m has been slotted for Sidewalks and infill at 69th & Olson rd within 2019. Multnomah, Crestwood and Ash creek NA have proposed re boundary design

Chris Lyons (Multnomah)- recently conducted a walking tour along SW capital Hwy, with Stele Signety, PBOT, Dom Ugchiama, BES, and a few other members of city staff. Going block by block discussing desirable and undesirable projects to identify projects to start 2018. PBOT will have a open house in the near future to provide public comments.

Jeff Monaghan (Markham)- SW 19th paving and storm water treatments was presented to city council was approved by committee Aug 10th.

Wes McMullen (FSW)- PCC had a 2day visioning seminar addressing SW corridor for access, some discussion of PCC residential encroaching into neighborhoods.

Jim Gardner (South Portland)-Traffic problems, long que on Barbur too Naito in the north bound lane accessing the Ross Island Bridge. Divers are using neighborhood streets Hamilton to get to Corbit and Kelly to bridge, resulting in some dangerous driving into oncoming traffic lane. Spoke to PBOT staff engineer about pursuing a no left turn sign addressing routs suggested on traffic avoidance apps.

Nancy Seton (SWHRL)- speeding down lower parts of SW Broadway, interested in modified speed bumps, however they are in the testing phase. Interested in additional traffic calming tools.

Issue on SW Chesapeak: Dangerous traffic on this narrow one-lane road with blind-corners from cars avoiding congestion at SW Patton/Dosch/Humphrey intersection.

Prakash Joshi (Collins View)-has requested another recalibration of lights due to school season and Lake Oswego traffic up 19-20% through the neighborhood, with lines up to 1.5 miles long. Lewis and Clark having similar issues with traffic flowing the opposite way, neighborhood is interested in Lewis and Clark plan to commit to ridership for commuter bus to the campus. Has to call PBOT to prohibit tree trimming during rush hour.

Joanne Ross (Marshall Park)- National night out in Marshal Park, roughly 100 people attended.

Patty Barker (Arnold Creek)- Waiting on speed assessment Stevenson after the installation of extended shoulder and roadside soils

Don Baack (Hillsdale B&P)-Reduced speeds along Beaverton Hillsdale Hwy prior to activation of cameras by 10-15 mph. Referenced reduction of speeds in Seattle and New York to 20mph.

Ed Fischer (Homestead)- NA Choose to support OHSU on a RTO grant to hire new employees help then with alternative modes of transportation. Gains St was repaved, Gibbs is falling apart and will most likely need to be rebuilt, NA sent a letter to PBOT in regards to Pot holes in neighborhoods, ie Condor lane

Vision Zero Update- Roger Averbeck (Portland Pedestrian Advisory Committee/Ash Creek)- Address 4 major topic areas with 2 & 5year actions: dangerous streets design, impairment, speeding, dangerous Behaviors. Is focused on cities High Crash Corridors, in addition to Capital HWY and Terwilliger. Investment priority decisions factor, communities of concern, nothing identified within SW Portland, primarily in NE.

Composite index identified by Trimet on a census block data level, Top 25% within the10 equity indicators: People of color, low income households, people with disabilities, low English, youth, older adults, affordable housing, low paying jobs, vehicle access, poor access to Jobs.

Meeting adjourned 9:00 pm

Minutes submitted by SWNI John Tappero

Next Meeting:

Monday, October, 17th 7PM

Multnomah Arts Center, Rm 29

7688 SW Capitol Hwy