

## **SWNI, Coalition of 17 Neighborhood Associations**

**Transportation Committee** -Draft-

### **Minutes October 17<sup>th</sup> 2016**

Chair: David Martin

Arnold Creek: Hans Steuch

Ashcreek: Marianne Fitzgerald

Bridlemile: Ryan Bass

Far SW: Wes McMullen

Hillsdale: Eric Wilhelm

Hillsdale B&P: Don Baack

Maplewood: Stephan Lewis

Markham: Jeff Monaghan

Marshall Park: Joanne Ross

South Burlingame: Scott Richman

South Portland: Jim Gardner

**Guests:** Andrew Aibe PBOT, Matt Ferris-Smith

**Visitors:** Bob Ross

**Call to Order/Minutes:** SWNI Transportation Chair David Martin called the meeting to order at 7:05 pm.

October Meeting. Don Baack requested time to address Master Trail Plan. Eric Wilhelm requested an update on SW Vermont.

Motion to approve Jim Gardner, second Stephan Lewis

September 19<sup>th</sup> meeting min. Corrections from Eric Wilhelm to include crosswalk bump outs on Burlingame at Chestnut st. Marianne Fitzgerald correction to include "over I-5 crossing" in place of "Overhead crossing" for staff comment in the middle of page 2.

Motion to approve Jim Gardner second Eric Wilhelm

Abstained from vote: Hans Steuch, Scott Richman

### **Presentations:**

**Vision Zero Update** Matt Ferris-Smith, PBOT

-VZ, PBOT's traffic safety program, is the result of a year collaboration with community members and organizations in looking at results of speed and crashes that lead to deaths or serious injury. VZ emphasizes triaging and placing a emphasis on high crash corridors with crashes resulting in death or serious injury.

-VZ has enforcement, perhaps not zero tolerance enforcement. Types of enforcement in VZ places a strong emphasis on automated enforcement, intersection red light cameras, speed safety cameras. Beaverton Hillsdale Hwy Speed cameras have been implemented and has resulted in a reduction of speed

-Traffic police will focus on the biggest problem streets, ie crashes that result in deaths or serious injury.

VZ is not currently asking for more police officers, but that traffic police are focusing on streets representing major safety issues resulting in death or serious injury. VZ is working with Portland police to improve the speed of available crash data. Portland Police are undergoing training to identify drug influences in Automobile related traffic violations. In addition to developing a more efficient process to collect and process crash data.

PBOT VZ plans to implement two large street scape changes per calendar year.

**Committee members** expressed concerns about implementation and the lack of enforcement of speed limits. In interested in finding out what factors contribute to decisions on how to enforce speed limits, with the use of Hwy design standards for local streets. There is a need to make street design to naturally lead to slower speeds, ie traffic calming methods due to the issue of lack of enforcement of individuals speeding within a 10 mph range due to the lack of enforcement through the court system. This represents a large issue within

neighborhood settings due to vulnerable individuals using non automobile transportation on roadway due to the lack of sidewalks in SW.

**MFS PBOT** VZ plans to implement two large street scape changes per calendar year. Looking at Seattle as a case study, Re striping streets are not as effective as reducing lane width, road diets.

PBOT is actively looking at the use of automated technology and street design to be used for enforcing traffic violations from speed to illegal right turns.

VZ did not go to city council last week due to protests unrelated to VZ. VZ will be going back before city council December 1<sup>st</sup> 3:00pm

**Committee members** Has PBOT looked into income based fines vs. flat fees? Sees it as a issue of equity.

**MFS PBOT**- difficult to get permission for income based fines.

**MFS PBOT**-VZ projects are prioritized by crash data, identifying high crash corridors leading to death and serious injury. High-risk analysis does identify issues on corridors in SW Portland

<https://www.portlandoregon.gov/transportation/article/319716>

### **City Wide Map of Street Surfaces** Andrew Aebi

Inventory of approx. 2,000 miles of streets regardless of if they are maintained by the city, ODOT, or property owners. Map divided into street surface classification.

**Paved Streets without curbs:** *Two currently-formed LIDs, the SW 45th & California LID and the SW Dolph Court – Spring Garden St. LID will slightly reduce this backlog for SWNI, Maplewood and Multnomah when construction this summer (for SW 45th & California) and next summer (for SW Dolph-Spring Garden) is concluded.*

**Sidewalk Coverage:** *Two currently-formed LIDs when completed, the SW 45th & California LID and SW Dolph Court – Spring Garden St. LID, will slightly increase the sidewalk coverage percentages for SWNI, Maplewood and Multnomah.*

SW Portland has the highest percentage of unpaved roads at 4.8% vs. 2.8% city wide

SW Portland has a higher % of paved roads without curbs at 40.8% (114.6 miles) vs. 15.4% citywide

SW Portland has a higher % of unpaved roads at 13.3 miles of the 55.7 miles citywide, does not include ally's.

Nature of complaints tends to address “when is my street going to be improved”. PBOT is currently Geo coding inquiries, locations and need for street improvements.

Condition of roads are classified by street paved score 0-100 scale, unpaved to newly paved to city standards.

With most street segments having paved scores. While pave scores help drive street improvements, community interest plays a large factor in project selection.

Sidewalk coverage ratio statistics:

City wide 61.4% sidewalk coverage ratio

SW 24.8% sidewalk coverage ratio

Maplewood 3.7% represents the worst neighborhood sidewalk coverage ratios

Cost per mile in SW Portland with stormwater management vs. rest of the city

Improvements of local streets are challenging due to lack of public funding resulting in need for LID and collaboration with other city bureaus.

LID cost is determined by how many properties the cost is divided by. Density of a area reduces the cost of implementing LID per resident. While within a R10 or R20 LID's are not affordable due to the lack of density resulting in a higher cost per resident.

Projects many times are based upon the ability to leverage other projects, ie BES infrastructure improvements.

Combined with LID, i.e. developer of the SW 45<sup>th</sup> & California development covered part of the cost of the sewer and sanitation costs. BES and property owner addressing Storm water, water through an out point disposal point. Need to have a forward-looking mentality when dealing with the typography of SW Portland.

Working with local biz and organizations, partnering to utilize out point disposal point to with storm water facilities, representing a cost effective solution to the issue to storm water management.

### **Leading Zero** Andrew Aebi, PBOT

Effecting SPNA and CVNA

Street network and south waterfront

Difficulties with leading zero issues. Issues with 0 at the beginning of address. Currently PBOT is not prepared to change street addresses.

One solution would be to drop the leading zero and reclassification of SPNA and CVNA from SW Portland to S Portland. Line delineating the reclassification would be E of Viewpoint Terrace, similar to division of N/ NE Portland. NA would need to drive the change of leading zero through change to South Portland designation.

### **Program Updates**

Stephan, Maplewood NA: is interested in recreating an event similar to Oregon walks, Walktober event in SW Portland. Asking for LU reps to see if there is interest within each member Neighborhood Association. Contact Stephan if interested in organizing event.

PBOT Maintenance line: call for issues of blocked right of ways, traffic signs, etc.

call 503.823.SAFE, pPDX reporter online

### **Neighborhood Reports**

**Ryan, Bridlemile NA:** working with someone from SW Trails on SW trail 1 from Shattuck to Julia Court to get gravel and street groundings on the trail in addition to working on bridges.

**Joan, Marshal Park NA:** has concerns about a 5-acre plat abuts to Marakara Park that a developer wants to put in 18-19 lots. The site is off 25<sup>th</sup> and Lancaster, feel as if the intersection off 25<sup>th</sup> is a dangerous intersection. The developers' solution is opening up 26<sup>th</sup> for additional access does not address issues.

**Hans, Arnold Creek NA:** Met with PBOT and BES to address condition of swales and extend shoulders on Stephenson Street

**Eric, Hillsdale NA:** NA has sent a letter to city council, addressing Vision Zero and the lack of solutions to transportation issues. NA is interested protected bikeways. NA is concerned about the development and parking on SW 18<sup>th</sup> drive, parking minimums. Swale on 7th and Terwilliger is not working as water is crossing the street on 7th from one side to another and not entering the swale

**Scott, S. Burlingame NA:** issues with transient camps on the side of I-5 ODOT right of way. NA has led volunteer vegetation clearing. Police have been as helpful as they can be, due to being a issue of being a state right of way.

**Jim, S. Portland NA:** TSP South Portal Project, how to get into S Waterfront area. Current south portal design proposes a change to the stop light at Bancroft and extending Moody South to Hamilton Court.

Issue has effectively split NA:

1. Ease of access to S Waterfront; versus

2. Increased traffic in Johns Landing, Hamilton Ct and Landing Dr. are private streets

**Marianne, Ashcreek NA:** NA meeting on SW Capital Hwy design, Fix Our Streets proposal. SW capital Hwy project in the design phase, with Initial comments due by the end of November

Stormwater Summit had 50 people attend along with individuals from BES and PBOT

The two bureaus are working together to collaborate on design for their next major project, Capital Hwy Plan. There is currently 8 million in funding in hand with estimated cost around 10 million. Still working on funding.

**Don, Hillsdale B&P:** SW 7<sup>th</sup> projects with multi step project's entrance is being loaded up with gravel, PBOT admission of a poor design.

City Council has had hearings on Comp Plan, including the Trail Master Plan. Plan plans for trail down

Multnomah. Multnomah west, desire to address change for trail connections. Did not put in right away through OHSU in Trail Master Plan, Cutting off major route. Addressed trail through Wilson HS football field, moved tables off trail.

**Stephan, Maplewood NA:** SWIM representative Mr Newlands presented to NA. Advise NA to prime members on issues and SWIM Program.

Stop sign issues, two way stop too a four way stop NA has seen a push back from the city. Increased issues of visibility and public safety. Committee advice to contact Steven Townsen, PBOT.

**Meeting adjourned** 9:10 pm

Minutes submitted by SWNI John Tappero

**Next Meeting:**

Monday, November 21<sup>st</sup> 7PM

Multnomah Arts Center, Rm 29

7688 SW Capitol Hwy