

Southwest Neighborhoods, Inc. A coalition of 17 Neighborhood Associations
Transportation Committee Minutes February 15, 2017 meeting *-Approved-*

Chair: David Martin
Arnold Creek: Katherine Daly
Ashcreek: Michael Kisor
Bridlemile: Ryan Bass
Collins View: Jim Diamond
Crestwood: Marianne Fitzgerald
Hayhurst: Nick Sullivan
Hillsdale: Eric Wilhelm
Maplewood: Stephan Lewis
Markham: Jeff Monaghan
Marshall Park: Bob Ross
Multnomah: Kay Durtschi

Guests: ODOT: Susan Hanson, Ana Jovanovic, Jessica Horning, Katie Bell, Marcela Rodriguez;
PBOT: Christine Leon, Anne Hill, Mark Lear

Visitors: Roger Averbeck

Agenda: approved as drafted

Minutes: Marianne Fitzgerald requested the following edits to the November 21 minutes:

Page 1: Delete Minutes October 17, insert November 21. Add two participants who are not on the roster: Multnomah: Katherine Christensen, and Keith Liden (visitor). Visitor John Gillam is from BPS, not PBOT.

Pages 3-4: At the top of page 3, it should be West Portland Crossroads (a location) and not West Portland Crosswalk (a project).

The middle of **page 3** needs to mark a new topic, listed in the agenda as "SW Vermont St Pedestrian/Bike Improvements Project". The committee action needs to be documented by revising the language to "Marianne moved that SWNI work with PBOT to take advantage of the paving project opportunity to leverage funding for bicycle and pedestrian improvements associated with the paving project on SW Vermont." Ed Fisher seconded. Vote: unanimous approval.

Pages 3-4, under neighborhood reports for Ashcreek, page 4 should say "Marianne moved that SWNI send a letter to Portland City Council...". Don Baack seconded. Vote: unanimous approval.

There were no objections to Marianne's edits to the November 21 minutes. Kay moved to approve the minutes (*not sure who seconded*). Vote: unanimous approval, Katherine Daly abstained.

Chair Report. David asked the committee for feedback on storm cleanup. Marianne noted that PBOT is proposing to cut its street sweeping budget next year. Kathleen noted there were

communications and transparency issues regarding plowing, and the city was not much help for seniors. We need to shovel (and sweep) our own sidewalks. Stephan noted that Urban Forestry cleared downed trees pretty fast but they stopped at the pavement.

Barbur RSA Presentation (ODOT): Susan Hanson, Ana Jovanovic, Jessica Horning, Katie Bell, Marcela Rodriguez of ODOT went through a slide show on upcoming improvements to Barbur Blvd. Near Term Improvements identified by the Barbur Road Safety Audit (RSA) include a buffered bike lane from Capitol Highway (West Portland) to Bertha, and a proposal to redirect traffic flow to I-5 southbound on-ramp at Barbur and SW Capitol Highway. The handout titled “Funded Safety and Active Transportation Investments on Barbur Boulevard” updated some of the dates for upcoming projects (i.e. the OR 99W Access to Transit is now listed for 2018-2020). Other projects include bridge deck overlays at the I-5 southbound on-ramp (2018) and Multnomah Blvd over I-5, and replacing the I-5 Bridge over SW 26th.

Buffered Bike Lanes would improve the existing bike lanes, but would not add bike lanes or sidewalks where they are missing. The cross section will be designed section-by-section with regard to parking or right turns. The width and speed limits will not change. ODOT will remove the bus-only lane at SW Capitol (West Portland Crossroads).

OR99W at Capitol Concept would improve safety at this high-crash intersection by prohibiting SW Capitol Highway northbound left turns onto I-5 SB ramp and redirecting traffic flow through the jughandles to SW Barbur northbound to SW Taylors Ferry westbound to Capitol Highway southbound to the entrance ramp. The concept includes a new traffic signal at Taylors Ferry and Capitol, new lane configurations, and restricting turns at SW 41st and Taylors Ferry. Committee member comments included that the designs were geared toward motor vehicle traffic and might discourage or compromise safety for pedestrians and bicyclists through the area. Committee member suggestions included changing the direction of the jughandle (SW Capitol northbound to SW Taylors Ferry eastbound to SW Barbur southbound to the on-ramp), as well as a flyover ramp or building a new entrance to I-5 SB at SW 24th. ODOT acknowledged that traffic volumes are a challenge through the Barbur/Capitol/Highway/Taylors Ferry Road area and more modeling is needed and all options have challenges. ODOT said the design could change but ODOT expects there will be jughandles in the solution. Susan Hanson of ODOT encouraged people to fill out comment cards, come to the open house next week, or comment online by February 28. Feb. 28 is the deadline for comments on funding but ODOT will continue to accept comments on the design.

TSDC presentation (PBOT). Anne Hill, Christine Leon and Mark Lear of the Portland Bureau of Transportation (PBOT) gave a presentation about the Transportation Systems Development Charge(TSDC) update. The TSDC is a ten year plan to address infill growth and was last updated in 1997 and 2007. It's now being updated in three parts: Methodology, Project List, and Rates. Methodology will use "person trips" to calculate impacts of new development on transportation capacity rather than the “vehicle trips” used in the past. Project list is taken from the Transportation Systems Plan (TSP) financially constrained 1-10 year projects. Rates will depend on the project list and methodology. The update package needs to be done by

April in order to go to city council by July. The online survey is PBOT's primary method for collecting public comments and it's primarily focused on the list. Comments are due February 28. PBOT's Bureau and Budget Advisory Committee (BBAC) is the committee that is advising PBOT on this effort.

PBOT is interested in changing the methodology from being based on vehicle trips to being based on "person trips". The old project list (43 projects) were growth-oriented. The new project list consists of the recently updated Transportation Systems Plan (TSP) projects that are proposed for years 1-10, which would allow the city to better leverage grant funding opportunities. City Council will set the rates based on a number of inputs, including projected growth. BBAC will likely provide advice on what projects would get built through the Capital Improvement Program based on where development occurs. Committee members asked a lot of questions about growth and geographic equity as well as the project list and methodology. Committee members asked whether the methodology accounted for different transportation options in different types of the city, such as the city not requiring developers to build infrastructure and many neighborhoods lacking transit service. Anne Hill said the new methodology will account for it better than the old methodology, but didn't say how. Another comment was that some of the TSP projects will help increase capacity but others, like greenways on neighborhood streets, not so much.

PBOT encouraged members to take the online survey. Comments can also be emailed to Anne Hill (anne.hill@portlandoregon.gov).

Neighborhood Reports and Program Updates: no time for reports. The meeting adjourned at 9:07 pm.