

HNA Transportation Committee Meeting  
May 9, 2019 – 6 pm  
*various locations within Hillsdale*

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Attendance:

- Ramtin Rahmani
- Glenn Bridger
- Steve Strobe
- Eric Wilhelm

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***Please Note: This committee does not have Board Authority to make decisions. The following has not been approved by the Hillsdale Neighborhood Association (HNA) Board of Directors and should be read as suggestions rather than new policy. For any decisions to be made, the Board of Directors will need to meet in an open forum as described in the HNA bylaws.***

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Meeting Summary:

Committee met at 5th and Barbur Frontage, discussed the values statement and website copy, and then rode through the neighborhood, making the below observations. (Note, measurements are approximated with a wheel of about 63in circumference. "NRR" note = probably qualifies as Narrow Residential Roadway, a 15mph shared street with no sidewalks. Distances are widths unless otherwise noted.)

Met with Glenn Bridger and other neighbors at Terwilliger & Vincent Place and discussed the bike lane gap and lack of sidewalks or crosswalks.

Skipping Parkhill Dr thru Custer, crossed Wilson Park to Bertha via Chestnut.

Chestnut (west leg) includes 4 tee intersections and two full intersections at 14th & 15th, all with apparently no stop signs. This is a change in the right-of-way direction halfway along a long, wide stretch.

Removed a tree branch which was blocking the Bertha bike lane.

Bertha drain grates are sunken 1-2in below the pavement, covering almost half of the bike lane, making it difficult to use with trikes or trailers. The bike lane was less than 5ft wide in places.

Bertha at Vermont, the crosswalk is over 65ft long, with 2 bike lanes, 2 thru lanes, and 2 turn lanes. The streets meet at an oblique angle. The southbound turn lane to Capitol Hill Rd makes for a very wide right turn from the eastbound downhill Vermont. Neighbors have mentioned close calls in this crosswalk for kids getting to Rieke Elementary. The north side of this intersection includes 2 turn lanes, 2 thru lanes, and only one bike lane which turns up Bertha Ct and does not continue to BHH.

BHH has no sidewalks at Bertha, 25th. The south sidewalk west of Bertha is half overgrown with ivy

Beaverton-Hillsdale Highway at Dosch, drivers turning right from the westbound bike/bus lane. Drivers crossing northbound from 30th use the very wide lane (there is no left turn pocket) to pass left-turning cars. This puts them on a line with the newly striped and flex-post delineated bike lane. The posts may be helping drivers move farther left due to the crest obscuring the painted centerline.

#### Widths and measurements:

(Note, measurements are approximated with a wheel of about 63in circumference. "NRR" note = probably qualifies as Narrow Residential Roadway, a 15mph shared street with no sidewalks. Distances are widths unless otherwise noted.)

SW 5th - 18ft NRR

Terwilliger Blvd, sidewalk/path on only one side north of Chestnut

@ Nebraska - 35ft

@ Vincent Pl - 27ft

intersection opening 106ft

@ Terwilliger Pl - 30ft

Burlingame Terrace - 18ft NRR

Chestnut/Vermont @10th - 35ft between 2 recently-striped 5ft bike lanes

BHH @ 30th/Dosch - 10ft bus/bike, 5 car lanes, 10ft bike/walk lane eastbound

(no sidewalks west of Dosch)

Dosch

@ Peaceful Ln - 21ft, no sidewalks

@ Boundary - 21ft, no sidewalks

@ Dosch Park Ln - +11ft parking lane / shoulder?, no sidewalks

Boundary @ 26th - 18ft NRR

Bertha @ 25th - 20ft, no sidewalks

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#### **Topics 1 and 2:** Committee Values and Website "Blurb"

For the values statement and website copy, I have the following to add or amend our previous statements regarding transportation values:

From previous HNA discussions: "Human powered travel is our top priority in and around Hillsdale; another priority is optimizing for vehicular travel. Often design for public right-of-way drastically favors vehicles in terms of space and traffic flow design. We want to optimize vehicular traffic, but we also want to optimize safe and efficient passage for pedestrians and bicycles. When weighing decisions, our preference favors pedestrians and bicycles."

Transportation defines the boundaries of our neighborhood and the backdrop quality of life for the people living / working in or traveling through it. It bookends every work day and

each child's school day, including some of the most important time young people spend with their working parents. As an engineered system, the transportation network should be designed and maintained to prioritize safety when used by fallible people in all kinds of weather. As our city's most expensive asset, it can create connections but also barriers which add inconvenience, emissions, noise, and danger onto the simple costs of building and maintaining roads. All of these costs and benefits need to be weighed equitably for all users.

Mission: to help ensure that concerns about transportation in the neighborhood are heard by the city, county, metro, and state agencies which develop and maintain these public resources.

**Topic 3: Short Term Goals (18 months or less)**

Catalog and review known safety issues and ensure that neighbors know what resources are available to document and report unsafe conditions. HNA may be able to help call attention to reported issues and connect neighbors with ongoing government projects or planning efforts

**Topic 4: Long Term Goals (5-10 years)**

Ensure that all parts of Hillsdale are safe and welcoming for people of all ages and abilities using all modes of transportation, with complete and connected networks for everyone.