

**Homestead Neighborhood Association**  
General Membership Meeting

Tuesday, October 4th, 2011

*OHSU – CDRC 3200 SW Gaines, Portland, OR*

Meeting called to order 7:04 pm

**Agenda and Minutes**

Agenda was approved and general introductions were made. The September minutes were approved, with corrections: corrected spelling of LaToya Fick and Joseph Readdy.

**Presentations**

*SW 11<sup>th</sup> sidewalk project update – Andrew Aebi, Portland Bureau of Transportation*

The budget estimate for the sidewalk installation along SW 11<sup>th</sup> St is \$1.3 million. \$712,000 funds are currently available, leaving a \$300,000 budget gap. Portland Bureau of Transportation (PBOT) will cover most of the gap, so the real budget gap is about \$150,000.

The 60% plans for the project are almost out the door. TriMet will cover the curb extension at SW Gaines and 11<sup>th</sup> St and will put a bus shelter there. This will cover some of the budget gap.

There are oil tanks under the right of way on 11<sup>th</sup> St, which will need to be removed. It is less expensive to remove the tanks as a part of the project plan. Aebi believes some of the tanks were permitted by the City and believes the tanks are no longer used. PBOT and the Bureau of Environmental Services (BES) will work to get these tanks removed. There are at least 3 tanks, maybe more.

Changes from the original sidewalk plan: The sidewalk will be one foot wider, with street trees at 30 foot spacing. The total width of the sidewalk will be 8 and a half feet wide. SW Curry Street is being taken out of the sidewalk project.

The property at 1023 SW Curry presents some issues. The city has tried to contact the previous and past owners of the property, with no luck. The city is weighing the possibility of a concrete sidewalk versus an asphalt footpath for the length of the property along 11th St. Concrete sidewalks would require more steps during the installation process (for examples, construction easements and retaining walls would be required). The asphalt footpath would be a simpler option, because less grading would be needed for this option. The asphalt footpath would be set behind a curb.

Aebi says they are trying for project completion next summer. He doesn't think permanent easements will be needed. There may be a construction easement, but they are trying to avoid this. Aside from the 1023 SW Curry property, Aebi does not see much risk involved and expects the project to be below budget. Jason Shepherd, (who was on the original survey crew and was a designer for the project), will be the construction manager.

Discussion took place. A question was voiced about previous discussion of a driveway being blocked off. According to Aebi, the parking spaces that a property owner was using encroached on the right of way. The parking does not meet setback requirements, so the owners cannot have parking there.

It was asked if the oil tanks in the right of way were the owners' responsibilities. Aebi noted that it would be cheaper to simply remove the tanks rather than leaning on owners, who may not take the tanks out anyway. The staff would rather not risk delaying the project and it can get expensive if all the details are not in order prior to removing the tanks.

A question was raised about the \$300,000 funding gap and asked if the gap may be partially covered by House Bill 2001, which SWNI has supported. According to Aebi, if the project comes under budget, H.B. 2001 will be spent on other transportation projects around SW Portland.

*Marquam Hill Traffic Calming Phase 2- Elizabeth Mahon and Michelle Dellinger  
Condor/Terwilliger Intersection: A safety project*

In response to safety concerns, including a recent crash at the intersection of SW Condor and SW Terwilliger, additional striping has been put in place at the intersection. Signs are currently being developed to caution drivers to watch for bike traffic –this interim solution may go up within the next month. Crash data was presented, which included 5 reported crashes from DMV data, although there is anecdotal evidence of more crashes and near misses. There are no records of pedestrians involved in accidents.

Survey data shows the average traffic speed on this point in Terwilliger is 36 mph. According to the survey, speeds of 36 mph need the intersection sight distance to be 390 feet, but Condor has only 310 feet. It was mentioned that the mixed background of trees coupled with the acute angle of the intersection further hinder seeing bikes.

Possible solutions: Left turns hurts the most. Restrict left turns at the intersection, however, this may push traffic onto Hamilton or an alternate path. An idea is to test a median restricting left turns using tubular markers. The proposed median would be one and a half feet wide.

In the past, the neighborhood was reluctant to make a decision about creating a quasi one-lane road on Condor, because there was concern that traffic would be pushed to Hamilton. There is anecdotal evidence that there is more traffic cutting through on Hamilton following the Sam Jackson Rd closure for construction.

It was asked if part of the solution would be to slow down traffic? Since emergency vehicles use this route, traffic cannot be slowed down.

The proposed options are:

- Curb extension - Square up cars on Condor so drivers have better view lines. There would need to be some cut back and this may not solve the issues completely.
- Median - This would be a fairly cheap option, which would restrict left turns.

- Permanent speed reader board - cost about \$1500.
- Pedestrian crossing improvements – Initially pedestrian crossing lights we considered, but safety concerns may be more of a bike issue than a pedestrian issue. Crosswalk striping is still a good option and pedestrian signage currently exists.

The engineers are thinking the ideal solution would be to install a median that restrict left turns, in conjunction with pedestrian improvements, if funding allows.

Discussion of the options took place:

- Could tickets be issued based on the speed reader board? State statute restricts such ticketing.
- Would a rumble strip be feasible? Rumble strips are noisy and would bother nearby neighbors.
- Can we close off access to Condor and Hamilton? This would not be ideal, as the next access point to Babur, from Terwilliger, would be Capitol Highway. It was noted that there was once consideration for a cut through from Barbur Blvd across the canyon to Marquam Hill. The Marquam Hill Plan pretty much restricts this.
- Friends of Terwilliger may support a median and a speed reader board.

There was consensus on a permanent speed reader board being installed. A median installation at Terwilliger and Condor may be another favorable traffic calming method, however, there are concerns that the median will push turning traffic onto other neighborhood streets that allow access to Barbur, from Terwilliger.

A motion was made for the neighborhood association to support the study of the effect of the median at Condor Lane and Terwilliger for a 1 month period. Motion passed unanimously.

The study will include an additional traffic count of morning turning movement. A temporary median will be installed and will be publicized about three weeks in advance of the installation, including an announcement in the newsletter. Feedback about the temporary median will be requested.

There is about a 1-2 week lead time for a traffic count to be set up. The temporary tubular median test could be set up in about a month, although upcoming holidays will need to be considered.

Street counts cost \$200. The recent striping took \$500 out of funds.

#### *6<sup>th</sup> Avenue Parking Meter Safety - Michelle Dellinger*

Recent concerns have been voiced about safety along the length of where the parking meters are installed on 6<sup>th</sup> Ave. Car drivers and some bicyclist feel the street becomes too narrow when cars are parked on both sides of the street. HNA originally endorsed parking meters on only the east side of SW 6<sup>th</sup>, however, the City installed meters on both sides of the street. The meter revenue is currently helping to fund the sidewalk installation on SW 11<sup>th</sup>. Some have observed that the restricted lane width seems to cause traffic to slow down. Speculation was that the slowing of traffic may be part of the safety complaint. There have been no reported crashes after the parking meters were installed. There were reported crashes before meters we installed.

Suggestions were made to add sharrows and better accommodations for bikes. General consensus was that the meters should remain as they are.

### **Regular Reports**

SWNI Board Notes: Eric Schnell reported that the SW Trails Committee is officially disbanded. Option A has been officially recommended by the SWNI Board. There will be an open house on Oct 24 or 25th.

Treasurer's Report: Ed Fischer noted that he has not received all the bills/expenses from recent events. Please submit expenses. Balance remains at \$1038.

Barbur Concept Plan Working Group (written): Joseph Readdy reported that that the first meeting was very uneventful.

A few in attendance of the meeting reported on the Barbur kick-off event, which had a small display of the Barbur Concept Plan. The open house had a sticky note exercise. There is a survey online.

The Saturday PSU Framers Market (8:30am - 2pm) will have information about the SW Corridor Plan.

Membership/Outreach: Each year SWNI hosts a Community Policing Reception which honors police officers for their efforts in SW Portland neighborhoods. Nominations are being accepted for officer recognition. A motion passed unanimously to nominate Officer Cze Lai and Park Ranger Supervisor Kurt Nelson.

October 22 is No Ivy Day. HNA is teaming with Friends of Terwilliger to remove ivy on No Ivy Day. If you would like to participate, meet near the bathrooms at Terwilliger and Hamilton at 9 am to work on an adopted plot.

Transportation: Anton Vetterlein reported that there will be closure of Multnomah Ramp on I-5.

OHSU Liaison: LaToya Fick reported that ground breaking will take place next Thursday. The old Dental School will sit vacant.

Discussion moved to OHSU's smoking ban. It was brought to the attention of the neighborhood that the co-op student housing across from the Ronald McDonald House has continued to have problems with smokers on and near the co-op's property since OHSU enacted a smoking ban in 2007 or 2008.

Dan Cleary explained that the co-op is a nonprofit which owns a 23-bedroom house. Any student is welcome to join, however, the housing is not officially affiliated with OHSU. Smokers have been push off OHSU campus and onto the co-op's property causing two main issues. (1) Aesthetics—trash, cigarette butts, towels, coffee, etc. have been left behind by OHSU employees and patients. (2) Safety-- Smokers are loitering and intimidating residents of the co-op housing. These issues may violate the City of Portland's chronic nuisance ordinance, according to Dan.

Discussion took place. The key topic was that OHSU and the Ronald McDonald House should better accommodate smokers and not externalize smoking and subsequent problems to neighborhood. It was suggested that something similar to the VA's smoking shelter be installed as a designated smoking area

on OHSU property. A group meeting will be scheduled between OHSU public safety, the neighborhood and a few co-op members to discuss these issues.

VA Liaison (written): Lighting concerns have been brought up in previous HNA meetings. The lighting will be 15ft high, in a recessed can lighting style. A question was raised, asking if people would be able to see the light bulbs from 6th? Eric will continue to request the garage plans.

#### **Old Business**

Sign caps: The sign cap will be brown with a house and tree icon. Susan Egnor will take this to the City.

#### **New Business**

TriMet Lift service is cutting through the neighborhood. A neighbor has visual documentation that this is happening on a regular basis. An idea may be to request a sign saying no trucks. The Marquam Hill Plan indicates preferred routes for OHSU service vehicles. Susan Egnor will find the appropriate contact and Eric Schnell will write a letter.

Meeting adjourned at 9:16pm

Respectfully submitted,

Alicia Colson