



Meeting Minutes

Project: Outer Powell Transportation Safety Project

Subject: Community Advisory Group Meeting #8

Date: Monday, March 20, 2017

Location: Ron Russell Middle School, Library (3955 SE 112th Ave, Portland, OR 97266)

Refreshments and food were served at 5:30 p.m.; meeting started at 6:03 p.m.

Introductions

Andy Johnson, Planning Phase Project Manager, started the meeting with a warm welcome and led the Community Advisory Group (CAG) and project team introductions. He then provided a brief agenda overview.

CAG attendees included the following:

- Paul Grosjean, Pleasant Valley Neighborhood Association, Community Advisory Group Co-Chair
- Jennifer Beil, Pastor at St. Timothy Church, Community Advisory Group Co-Chair
- Jean Ky, Powell Plaza Community resident
- Teresa Keishi Soto, East Portland Action Plan (EPAP), and OPAL committee member
- Joe Little, property and business owner along SE Powell Boulevard
- Korey Goetz (delegate for Cammy Pierson), Curtis Trailers, property and business owner
- Nicole Naegeli, resident of 127th Avenue and SE Powell Boulevard

Project Team attendees included the following:

- Matt Freitag, ODOT Final Design Phase Project Manager
- Mike Mason, ODOT Planning Phase Project Manager
- Shelli Romero, ODOT Public Policy & Community Affairs Manager
- Susan Hanson, ODOT Community Affairs Manager
- Andy Johnson, HDR Planning Phase Project Manager
- Mike Bertram, HDR Final Design Phase Project Manager
- Cassie Davis, HDR Public Involvement Coordinator
- Tom Shook, HDR Transportation Planner
- John Wolf, HDR Project Engineer
- Renee Stueber, HDR Senior Project Coordinator

Public/other attendees included the following:

- April Bertelsen, Portland Bureau of Transportation

Johnson announced a project open house will be held at Earl Boyles Elementary School Tuesday, March 21, 2017, from 5:30-7:30 p.m. Additional project team members will attend, and more detailed materials will be available. He encouraged the group to attend, as well as inform others of the event.



The CAG's role is changing as the project progresses toward final design. Moving forward, the Outer Powell Transportation Safety Project team members will provide information and design details and CAG members will, hopefully, distribute that information to their respective community groups, members and affiliates. CAG members will also provide input on project elements.

Johnson then welcomed Matt Freitag, who provided an overview on the project's history. Freitag explained the planning and environmental phase began in September 2014 and finished approximately 1 year ago. The current project segment, from SE 122nd to SE 136th Avenues, has been funded and is the highest priority of the four design segments. The project has concluded preliminary design and is now in the final design phase. He noted the federal TIGER discretionary grant program is not currently in the federal budget; ODOT will monitor and consider all appropriate funding opportunities for future segments.

Status on Final Design

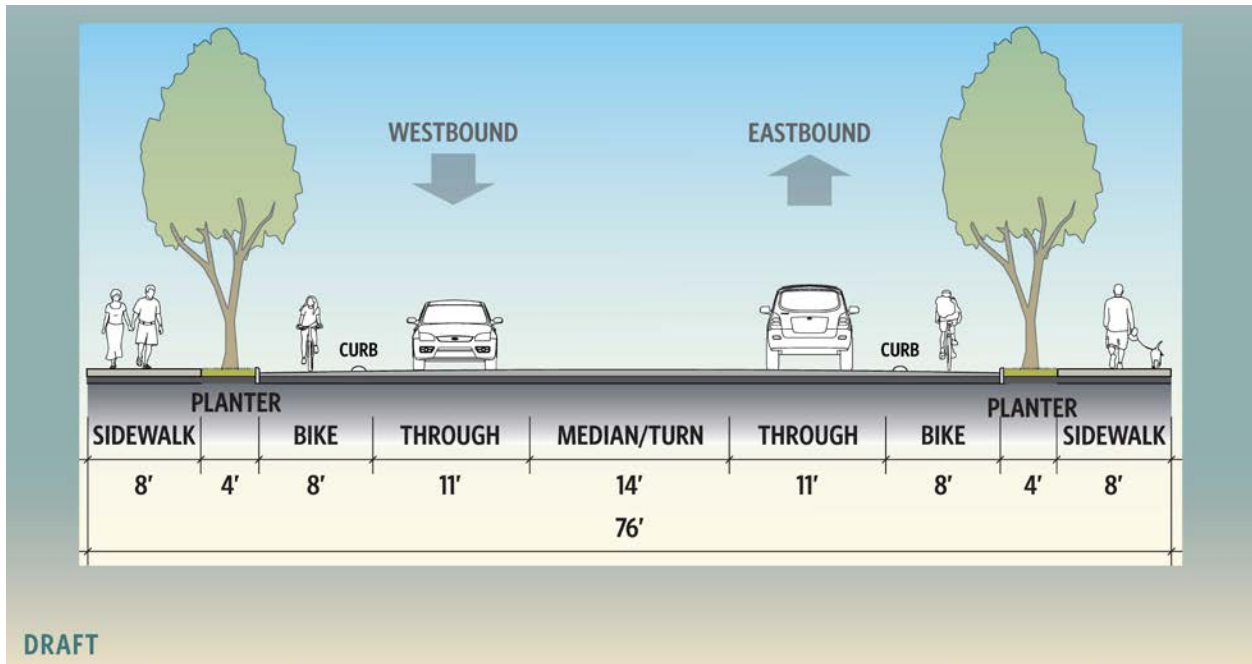
Mike Bertram introduced himself and gave a brief project update. The project is advancing successfully, and significant work has been completed in the past 8 months. He noted the current segment improvements align with the purpose and need developed in the Outer Powell Conceptual Design Plan and refined during the environmental phase to; *increase corridor safety, reduce modal conflicts, reduce turning movement crashes, and increase pedestrian and bicycle safety.*

Bertram then provided the following discipline updates:

- **Survey:** The project team surveyed the entire corridor and mapped the existing right-of-way (ROW).
- **Environmental:** The Categorical Exclusion Closeout Package was approved by FHWA on March 20, 2017; ODOT has inventoried and assessed existing trees along the corridor; and the Noise Report from the planning phase was updated.
- **Utilities:** There are above and below ground utilities throughout the project area, most notable is the Portland Water Bureau 50-inch water line running under the westbound lane. The project cannot impact this water line since doing so would introduce significant cost and schedule implications.
- **Hazardous materials:** Subsurface and surficial soils were tested.
- **Stormwater:** An assessment of existing and future conditions has been completed.
- **Traffic:** The following traffic elements have been assessed:
 - **Illumination:** The corridor was analyzed, and illumination placement along segment has been determined.
 - **Interconnect:** Communications infrastructure has been evaluated for optimal performance.
 - **Transportation Management Plan:** Transportation modes and criteria have been examined to prepare for construction and staging.
- **Multi-modal Design Options (MMDO):** A multi-modal options (specifically bike, bus and pedestrian facilities) study has been completed.
- **Landscaping:** There will be various competing interests for landscaping/back of curb strip usage. More information will be available as the design advances.
- **ROW:** This task is in progress and highly affects the project schedule and cost.
- **Geotechnical:** Earthwork design requirements have been assessed.
- **Pavement:** Pavement design requirements have been assessed.

The above disciplines combined into the 30 percent design plans and constitute what ODOT defines as the project footprint. Bertram then reviewed the project plan view board. The project plans from 122nd to 136th Avenues reflect significant corridor intersection improvements in regards to safety. There was discussion of extending the project limits at the last CAG meeting, but that is no longer an option due to budget. Bertram explained the typical cross-section, illustrated below, which includes the following elements:

- Eight-foot concrete sidewalks on each side of SE Powell Boulevard
- Four-foot planters/furnishing zone on each side of SE Powell Boulevard
- Eight-foot bike lanes (6-foot bike lane with 2-foot buffer) on each side of SE Powell Boulevard
- One eleven-foot through lane in each direction
- Fourteen-foot median/turn lane



In regards to the Multi-Modal Design Memo (MMDO), Bertram noted the bike lanes will act as a visual delineator since they will be constructed with concrete. A vertical curb (Tuff Curb) will be installed in the buffer where no driveway or side street conflicts exist. Mike Mason then presented an example section of Tuff Curb, which included the vertical post that may be used, to the group. Johnson mentioned when the CAG met last, the vertical concrete curbing was not a viable option due to the size, type and material of the curb presented, but further research and evaluation occurred since that time and a new curb type (Tuff Curb) was found to be a viable option. Research and evaluation found:

1. No water could run past the previously mentioned option, as gaps didn't exist to eliminate ponding.
2. ODOT Maintenance was unable to accommodate this improvement type with its current equipment.
3. Tuff Curb is the more visible option, as it includes reflectors.
4. A concrete curb breaks apart and leaves debris in the bike lane.



Bertram then provided an access management overview. The three-step Access management process is as follows:

1. Draft Methodology
2. Final Methodology
3. Red Letter

The project is currently concluding step two. Property owners were and continue to be provided the opportunity to review and work with ODOT throughout this collaborative process.

To provide continuous sidewalks along SE Powell Boulevard, ODOT will modify a number of driveways (there are over 50 driveways within the project segment). These safety improvements will result in the following changes:

- Parking along SE Powell Boulevard will not be allowed.
- Center median curbs at signalized intersections may affect left-turn access to driveways, intersections and entry points.

Bertram then described the existing and future stormwater conditions. There is currently not a stormwater system in place. Once this project is built, there will be inlets and stormwater drains along the corridor. In certain areas along the corridor, stormwater will enter an open channel, run through a swale, remove certain containments and then enter the new drainage facilities. Ponding water in the roadway was a primary concern stakeholders voiced in the planning phase. April Bertelsen asked what percentage of the corridor will contain stormwater planters, and John Wolf stated that 5 percent of corridor will contain this storm water planter area. There are 388 feet of stormwater planters at various locations along the corridor.

The SE 122nd Avenue/SE Powell Boulevard intersection was discussed. There will be dedicated left-turn lanes and traffic separators in each direction, eastbound and westbound right-turn lanes, curb-tight bike lanes, and a dedicated bike signal phase in the eastbound and westbound directions. TriMet stops will be on far side of the intersection in the eastbound and westbound directions. It was clarified that a right-lane dedicated bike signal phase to control right-turns by means of a signal, as not to conflict with bike phase. This will be the first ODOT completes in this region. Statistics say these signal phases decrease right-turn hook accidents.

The SE 130th Avenue/SE Powell Boulevard intersection was discussed. There will be three rectangular rapid flashing beacons (RRFB) roughly spaced in 0.25 mile internals, at approximately SE 125th Place, 130th Avenue, and between 132nd/134th Avenues. PBOT is planning to build an interim RRFB at 130th Avenue prior to construction of this segment.

The SE 136th Avenue/SE Powell Boulevard intersection was discussed and will operate similar to 122nd Avenue, except with no right-turn lanes or dedicated bike signal phase.

ODOT is assessing a potential raised cycle track bike treatment from approximately SE 132nd to SE 136th Avenues along the south side of the street. That section of the corridor does not have frequent driveways, which makes it a more suitable location for the pilot program. It was also proposed on the south side of the roadway because of utility and access conflicts along the north side. In addition to the bike signal phase, this and the placement of Tuff Curb will be another first for ODOT Region 1. Jennifer Beil asked about the treatment's cost effectiveness when compared to a concrete bike lane, and Wolf replied it was fairly equal to the concrete bike shoulder. Biel noted that her priority would be to extend the sidewalks further, if cost was a factor.



An overview on improved bus stops was provided. The number of bus pullouts along the corridor will increase, and the buses will have a wider shoulder to occupy. Nicole Naegeli asked how this will affect waiting behind a bus when you're on a side street. Wolf stated that buses will pull into the bike lanes, and cars will be able to navigate around them within the provided through lanes.

The project delivery milestones will occur in 6-month intervals moving forward. The next milestone is Preliminary Plans (60 percent design), which will occur in August 2017. Construction is scheduled to begin in 2019.

Cassie Davis then commented on the role of the CAG going forward. The project is transitioning from decision making to detailing. She thanked the entire group for their ongoing participation. It has been a positive experience and tremendously valuable from ODOT's perspective. As the project moves forward, she urged members to continue sharing information with organizations, neighbors, affiliates, etc. There will be one more CAG meeting before construction starts. If CAG members have thoughts regarding who the team should contact, they were encouraged to let Davis know. Bertelsen noted PBOT will be rolling out education and outreach to multi-lingual communities in response to fatalities.

Naegeli inquired about construction hours. Bertram mentioned that the Transportation Management Plan will set these parameters. At a minimum, there will be one lane open in each direction during daytime/evening hours. Additionally, plenty of signs will be visible, encouraging the use of Division Street or other detours. Susan Hanson added individualized outreach will occur for specific construction areas.

Beil inquired as to when the other segments will begin design. Romero noted that there are no funds currently available, but it is a priority for ODOT. Beil hopes this segment completion will encourage funding of additional segments.

Paul Grosjean encouraged the group to reach out to their respective representatives and make them aware of this project and its importance in the community.

Korey Goetz, representing Curtis Trailers, was concerned with the narrowing of the lanes from 12 to 11 feet and how it may affect safety, as well as Curtis Trailers. He mentioned Tuff Curbs, and Johnson stated that Tuff Curb will discourage vehicles from pulling into the bike lane. Goetz inquired the width of a TriMet bus, to which the project team responded 10.5 feet. TriMet drivers are professionally trained and were heavily involved in the Multi-Modal Design Memo (MMDO) and planning phase. Johnson noted there is also a buffer between the travel lane and the proposed Tuff Curb. The lanes near Curtis Trailers were intentionally made wider (12 feet versus 11 feet elsewhere along the corridor). Bertelsen added that drivers will not likely notice the difference as much with the new center turn lane. Drivers will only have to go across one lane at a time, versus traversing over both.

- *Johnson to follow up with Goetz regarding the width of Curtis Trailer trucks.*

Final Thoughts

Johnson reminded the group about the Open House at Earl Boyles Tuesday, March 21, 2017, from 5:30-7:30 p.m.

Teresa Keishi Soto noted that bus service is coming to the area in 2018. TriMet board is holding a public hearing March 22, 2017. Public comment will occur from 8:30 – 9 a.m. at the World Trade Center, Sky Bridge A and B, 121 SW Salmon Street, Portland, OR.

Meeting adjourned at 7:19 p.m.