



PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner **Leah Treat** Director

Clinton Neighborhood Advisory Committee Meeting 8/3

Location: Waverly Heights Congressional Church

PBOT: Rich Newlands, Scott Batson, Francesca Patricolo, Belen Herrera

Members Present: Erin Flasher, Jennifer Josnton, Mark Zahner, Cheri & Eric (not present) Trettin, Linda Nettekoven, Chris Eykamp, Tom McTighe, Michelle Sprague, Vanessa Morgan, Jen Williamson, Jessica Ergehan

Public: Residents of the neighborhood. Clinton, Woodward, BikeLoud PDX members, Division, Brooklyn

Introductions

Staff, committee members, and public went around and introduced themselves to the group. Staff reviewed key points of previous meeting and outlined objectives to achieve for present meeting.

Quick review of last meeting, test results and data

Key highlights of the last meeting were that the implementation of the diverters and one-way street lowered traffic volume and speed overall.

- Potential follow up meeting if no idea of consensus
- Traffic Counts, Traffic Data mapped out before and after
- Concise assessment of Phase I – staff perspective based on two primary objectives come out of the neighborhood greenway assessment report from Council last summer
 - Reduce volumes of cars below 200 per day
 - Minimize impacts to surrounding street network
- Focus on Clinton on those two primary issues
- How can we make the process as smooth as possible?
- Saw significant volume reduction
 - 4 out of 5 cases of cars below 200 per day
- Impacts to side streets
 - Before no guidance for neighborhood greenways

- Council adopted simple guideline (total after volume cannot reach 1,000)
- Revisit, whole slew of apartments with no people, what are your thoughts on continuing to happen will impact us?
 - See the limits of what a bureaucracy can do. Tremendous interests and pressure for volume reduction and priority. It's our future desire, near term, in a position to address issues as they arise. Dedicated money devoted to maintaining neighborhood greenway – don't have yet but trying to get there.
 - Is there money in the budget to asses? Is there a plan at what intervals?
 - **Response:** Not yet no. Anytime we construct, we do follow up counts afterwards at several locations. TC after project – counts afterwards (3-6 months later). We will be going back every 2 years, or call 23-safe to voice any additional concerns. We have ideal goals we try to reach. Use transit system as a hammer to force streets back to their function.
 - Diverters for this area, part of the Division Street scape project PBOT committed to come back. Snapshot in time today. Success we did after 6 months. Concern of side streets will get worse and won't have PBOT come back. Interested to know your approach after 6 months to assess. What's commitment to us for changes in traffic?
 - **Response:** Our attempt to figure out what those issues are. Long term – we will monitor. Impact related to the diverter becomes a lot more nebulous. Traffic will continue to grow. 6 month observations, what has the diverters done to traffic. Tie it back to the diverter becomes difficult.
 - Two criteria volume and speeds – successful – has it had an impact on the neighborhood?
 - **Response:** Streets got above 1,000 thresholds on Woodward. There a number of streets saw a dramatic percent and volume increases. Only one exceeded threshold
 - Comment: Right, that's where we live. Please don't minimize it.
 - **Response:** This project has a responsibility of how to mitigate that. Before tests, concern: non-compliance and speeds would increase.
 - Compliance rate is fairly low 4%, speed issue never materialized. Still below what we would want to see on a greenway
 - Survey supported changes we made. 34th primary.

- C: some didn't stop at 17th. Several examples. Disparity in numbers for keeping diverter on that part of the survey vs affected.
- C: everyone has issues with traffic and speed. I've never heard of a survey representing us who live on our street. Coming out of the driveway
- C: those who answered the survey who don't live on our neighborhood
- Response: Notices for survey were sent to every address who live in the neighborhood or surrounding. It's a starting point for this discussion. It's challenging to make the neighborhood whole. We are starting from a fairly good place.

Assess level of agreement

- Staff discussed the objectives and goal of the meeting. The following are questions and comments from the committee members:
 - Cheri: are we still **considering moving the diverters to a different street**. I think it needs to be put on the table. 32nd. I've been in this neighborhood since 92 and its getting bigger.
 - Michelle: 20 mph buy in freights; peak volume coincides with trips per day industrial area. Impacts to side streets – freights tear up the streets and may not have the money to sustain. Utilize other signage to a new path. Trips per day (volume), freight limits
 - Linda: pleased with drop in volume on Clinton. Concerned about future development watching change in a few years. Counts are down on a regular basis to know what's going on. We need to find money to continue assessments. Curious about who's going where. Division Streetscape – counts showed going up Division. Wanting to know where people are going. Guide them or leverage. Less concerned after we looked mitigation techniques
 - Chris: Data, Clinton – agree with assessments, except small overage near 23rd. Concerned about volumes on neigh by streets: couple above 1,000 – how do we assess? Additional concern that fall below 1000 but saw 3-4-fold increase in traffic – discuss in detail. It's a big change – concerns in that area
 - Vanessa: Primarily on Clinton – steps to reduce aggressive passing. Has changed since diverters gone in. Perhaps signage. Increase safety and reduce crashes. 32nd and Woodward. Redesign diverter. 32ns and Division – non-compliance. Need to reduce pas through commuter traffic regardless of 1000 per day metric. Eliminate Woodward. Cesar Chavez – instead of Clinton or Division or Powell, coming onto Woodward – dangerous intersection: elimination L turns might reduce traffic coming through. Moving or adding diverter. Addition of stop sign at 38th.
 - People turning into and out of neighborhood. No turns signs (left) specific times 7-9. Live near 21st – lights could be longer. Happy with Clinton but my

street very dangerous. Huge uptake on traffic on 20th. Roundabouts on 20th and Woodward, Taggart.

- Tom: Generally agree with city assessment. Feel the pain of side street traffic. All for speed bumps, choke points, on side streets. Cited streets
- Agree with Vanessa. Look at Woodward. But also look at reducing speed and volume 36th and Woodward. Lot of cross traffic Powell and 36th. We need something to slow traffic coming down the hill on Chavez. Aggressive driving on Clinton vs volume. Speed limit doesn't need to be address on Clinton. Consideration of what can be done on Clinton to improve Driver behavior around bikes vs speed.
- **Response:** Quick clarification. Secondary – primary goal is to reduce the volume – relationship with high volume, stress and safety
- Areas feel 26th – 31st less safe. Greenway assessment – options to distribute such as medium markers that are not diverts. Look at 32nd. Try some other traffic treatments.
- 17th and Clinton want to try another TC tool
- Jessica: We don't have to have to re-address this again soon. Having a goal of less than 2000 or 15000 is not enough with the growth rate. Any stretch with 1000 needs to be addressed. Peak hour volume 12th and Clinton. 21st and 26th needs something big. Total volumes 13th and Clinton – too close to the 1500 cut off. 20th – 100 in a few years we will reach in a few years. 32nd at the diverters is the only one not a problem. Echo concern at 50th: BAD. SE 17th off ramps sign contacted ODOT – email rob nose. Look into parking permits, too much parking on both sides leads to limited visibility. Non-compliance – enforcement issue. Look at W end of Clinton. We need better visibility of intersections and signage. Flashing stop signs. Remove parking around intersections within 20 ft. Goes against Vision Zero and laws. Speed bumps - those with physical disabilities – problematic. Not for Clinton. Jarring motions. Woodward would be okay. Need to be smoother for bicyclists. #10 Buses off Clinton. Update greenway report to reflect what volumes are acceptable on narrower streets. No passing signs on greenways for bicyclists. Stronger signage for bicyclists rights – more frequently. “cars are guests”
- Susan: Concerned about 32nd diverter. Immediate T-intersection. Last 7 months non-compliance and at 32nd and Woodward. Sidewalks broken. Aggressive behavior. 30th and 34th visitors (found in magazine). Pass through visitors. No options of enforcement. Used PDX reporter – backed up responses 16 weeks. Staff response to complaints. Unacceptable non-compliance for basic safety for pedestrians and bicyclists. Plants, Paint “Stop.” Driver education. 34th L arrow. Banners. Open Table Announcement. Woodward doesn't comply at multiple points. 29th and 33rd no stop signs. Cameras at diverter locations. Not safe. Clinton Reduction and where these

- cars are going. Seeing many tourists. Z diverter locations. Driver education and partnerships. 32nd and Woodward near a pre-school
- Jennifer: Cul-de-sac on Woodward between 32nd and 33rd. One way Non 32nd between Clinton and division not equitable. Need some outreach for that neighborhood. Traffic Light at 39th. Greenway signs too inviting for drivers – make it less inviting for drivers. Different education. Concrete pillars at the top of 32nd sooner than later. Raised crosswalk at Woodward and 32nd emphasized ped to cross the street. Agree with other comments
 - Mark: Objective project set out were satisfied to a majority. Issues with side streets construction of div at 32nd. Placement at 32nd was for a specific reason. Agree with other comments. Problems had been identified: Brooklyn, Taggart, Woodward – effort to mitigate. Reality – done more than budget allowed for. Appreciate. Fact of matter – capital improvements such as concrete, changing lights – no money. Feel for neighborhood on Woodward. PBOT is limited to educate aggressive drivers. PBOT can't do anything about all the cars. Suggest people who have issues on Woodward, Brooklyn or other. Use the told that you have – petitions, neighborhood assoc., letters of support, approaches from other direction – not going to get a whole lot more of PBOT. All for signage at 34th to stop cars traveling opposite direction. Like to see more citizen action -> to see a Safety Summit. See another diverter. Community members organize. People on Woodward, we are all neighborhood. Suggest we organize and meet as citizens and residents how to take care of this myself
 - How are you guys working with Trimet? BRT on Division. BDS rezone the whole SE. increase density
 - **Response:** Channel the limits of what this project can do. Not be able to solve all these problems. Cannot tie to the diverters. Believe there's bigger issues related to growth. Please remember the very important connection of the success. These are among the best solutions to bigger problems. Create tradeoffs. Focus on what those issues related to the diverters that are within our wheel house. PBOT doesn't have the tools to address them, we have partial tools and ideas that are unproven.

Phase II Scope:

- **Response:** Proposing best tool for focusing the effects of speed and lesser extend volume. Sight distance, sign visible at the hill. We can do additional ("Stop" painted) to address that.
- Letter from Comm Novick, Nov – PBOT committed to Woodward safety. Spring 2016. Haven't seen anything. Never had a chance to when it was going in. None have come to pass. Realistic 32nd is an extremely dangerous area. Where are these improvements? Flex, adj, or trial?
- **Response:** Great misunderstanding of what the process before the start of phase 1. Mitigation- first identifying issues that need to be addressed.

- Couldn't predict high volume traffic?
- **Response:** We have guidelines to follow
- Michelle: this is not the end of the conversation.
- We have reached out to our neighborhood associations. Signed letter from Novick with some specific dated promises that have not been materialized. Insulting that we cannot even report to the city
- We know what happens in our neighborhood. Would like to be included earlier on. Some pre-mitigation consultation early with community to make early intervention. Not Top-Down. Stop Bar 1st before Change.
- Second Division Location, interest to enhance compliance
- Address 5 of 6 street that are above 1000 cars, 3 places that have peak volumes sig over 200 and introducing your diverters?
- **Response:** Not meeting the goal, follow up on. Early Jan – to add tighter bump spacing.
- Reduce volumes how?
- Ongoing problem for evaluation to address new residents/growth
- Stated objectives. What we talked about – relative successful. Community can be a part of the solution. Not been met on neighborhood streets. Two different alternatives for mitigation and potential improvements to Clinton. Conversation about process – PBOT willing to do mitigation before finalizing.
- **Response:** Discussions of what they really want to see happen in Phase II. Speed bumps on Woodward in timely fashion for this year. We have precious little time before speed bump season ends based on weather. Commitment, we will create time for Woodward speed bumps. Minimum what people want to see. Additional process – traditionally have a petitions for support from adjacent property owners. Willing to discuss that. Painting of stop bars and pavement markings we have a bit more time. After much into Oct it will wait until spring. 50% adjacent – frontage on the street – we can go ahead.
- Parking Switch on SE 21st – added traffic and creating a danger.
- **Response:** This project is really about the volume.
- PBOT has really, in a lot of cases, dropped the ball on process issue.
- Talk about stop signs much – stop signs or speed bumps better for TC
- Scott: Neighborhood greenways are through routes. It would be violation of our policy at the national level, we don't use stop signs. Adding more stop signs from engineering stand point doesn't make sense.
- RICH: appreciate the legal issues if we do not meet national standards
- Jennifer: 4 way stop sign at 31st at Woodward.
- Scott: needs a number of crashes to meet national standards.
- RICH: please be specific as possible. Meet again in 5-6 weeks.

Meeting notes are provided as a courtesy and are not verbatim.

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