

Minutes

SMILE Transportation Committee Meeting 9/18/24, 6:00-7:00 PM at the SMILE Station

In attendance: Grant Huling (Chair), Judi Davis

Minutes from the 7/17/24 meeting were approved. Judi and Grant discussed a recent event not on the agenda, before returning to it.

SE 13th Ave & SE Nehalem St. Crash: Committee member Judi Davis, who had led a petition for improved safety on the commercial core of SE 13th Ave (the resulting PBOT ticket for which is currently in queue with the Bureau), happened to be involved in a recent serious crash near it. A pickup truck, which turned out to be stolen and actively chased by the police, sped down Nehalem. It hit an oncoming truck, which spun out, went on the sidewalk, hit a tree, and hit a third car which then hit Judi's car. Police arrested the suspect, who fled on foot.

TriMet *Forward Together 2.0*: The duo reviewed the early plans for TriMet's *Forward Together 2.0* bus and MAX service expansion and how it will affect Sellwood-Moreland. The map, which TriMet Senior Planner and SMILE member Grant O'Connell cautioned are "aspirational," is attached, as are his annotations. The attendees arrived at two pieces of input which Grant H. will forward to Grant O: First, the exclusion of a bus from 13th Ave was appreciated, due to its potential impact on that narrow and busy street; Second, the addition of direct/express service from Sellwood-Moreland to downtown, especially during peak commuting hours and during the PSU school year, was requested.

New SE 22nd Ave PBOT Ticket: Grant brought up a group of related concerns that were detailed to him by community member Susan Lattimore, who is not able to attend Transportation Committee meetings due to a scheduling conflict. 22nd Avenue is used as a thoroughfare by delivery trucks, with frequent speeding above the posted 20 MPH limit. Susan flagged the stretch from SE Bybee Blvd SE Harold St as lacking any stop signs. The stretch of 22nd near Westmoreland park also suffers from speeding, but does have speed bumps. The crosswalks at 22nd & Bybee are in need of repainting. Grant referenced this PBOT GIS map and verified that, yes, 22nd is classified as a local street (i.e. stop signs would be allowed):

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=d1d5e545ca6f436fb119932d710ff2fb>.

On 11/13/24, Grant sent an email to Project Manager Rick Nys, CCing Susan, requesting a traffic study along the problem stretch of 22nd, with the desired outcome of stop signs being added, as well as a repainting of the crosswalk.

Plaza Project: Grant provided an update on the plaza project. PBOT is not currently providing permits, and will not until March 2025 at the soonest after City Council approves the new permit code, but has encouraged the project group to first paint street murals at two desired locations, and temporarily close them down. With a planned mural painting and other improvements (e.g. potential landscaping changes

outside of the ROW) in Summer 2025, the two planned intersections are SE Claybourne St/SE Milwaukie Ave, and SE Tenino St/SE 13th Ave. If the locations are well-received, the hope would be to receive permits to permanently shut down these stretches of the ROW, for plazas similar to the PBOT plaza next to Gino's.

Leadership of Committee: Grant shared that, due to a third child arriving in April and increasing work responsibilities, he is planning to step back as Chair of the Transportation Committee, once a replacement is found. He has spoken with a likely replacement at length, and there are many qualified and promising community members who could occupy the role, but can't yet announce anything.

Attachment A TriMet Forward Together 2.0

From TriMet Senior Planner Grant O’Connell:

I’ve attached the Forward Together 2.0 map. I caution 2 things. First, this is an aspirational vision for the future of transit service that would require new resources to implement. Second, this is a draft that we are not at this time actively seeking comment on. Comments are always welcome but we are going to put the project on hold for 1 year to develop our FX Plan and then merge them into a cohesive vision for the future of transit in our region. We will put that final vision out for comment next Fall.

That said, here’s what this vision has for the Sellwood-Moreland Neighborhood:

- 1- Upgrading Line 70 to Frequent Service. Presently this line runs about every 20 minutes. FT2 would up that to every 15.*
- 2- A new line, labeled W14, that would connect Sellwood to Beaverton.*
- 3- A new line, labeled P8 that would start at Union Manner and continue through Portland’s Inner East side neighborhoods to Lloyd Center.*
- 4- A new line, labeled P7 that would start at Union Manner and head out Bybee, Woodstock, and then SE Flavel to Willamette National Cemetery in a similar way that Line 19 does today.*

