

MEETING MINUTES

NOVEMBER 19, 2025 SMILE TRANSPORTATION COMMITTEE

1. **Meeting called to order at 6:00 p.m. by Scott Kelly, Transportation Committee Chair.** Six others in attendance; Judy Davis, Esme Danriise, Jane Casteline, Max Schwarz, Emma Pulitzer, and Andrew Holtz.

2. **Updates**
 - a. **Citizen Sponsored Improvements** – Scott reported that PBOT is looking into a program that would allow Portlanders to self-fund traffic calming improvement, such as concrete planters in the street, street murals, yellow curb painting, etc. Formal adoption of a program could take weeks or months. If adopted, any improvements in the street would have to go through a city approval process.

 - b. **Crosswalks on SE 13th Ave** – Scott reported that PBOT has agreed to add a second marked crosswalk at Lambert, Bidwell, and Lexington Streets at SE 13th by the end of the year. Thanks to Judy Davis, and others, for gathering signatures on a petition and requesting the additional crosswalks. PBOT said the marked crosswalks destroyed by the sewer construction project on SE 13th will be re-installed by the contractor when the curb and paving work is complete.

 - c. **SE 17th Avenue Speed and Crosswalks** – PBOT completed new traffic counts at three locations on SE 17th and sent them out a few weeks ago, but last week they said they have to re-do the counts due to a technical problem. Scott will forward the new traffic count information when he receives it.

 - d. **Springwater Trail Gap** – Scott reported that Michael Calcagno, a SMILE resident, has been pushing local elected officials and others to lead a renewed effort to complete the gap in the Springwater Trail between SE 13th and SE 19th Avenues. The crossing at SE 17th is especially challenging and unsafe for cyclists and pedestrian.

3. **Possible Sellwood Blvd Improvements** – The committee discussed the safety and other concerns on Sellwood Blvd between SE 13th and SE 7th Avenues, along the top of the Oaks Bottom bluff. This is a popular route for motor vehicles going to and from SE 13th and the Sellwood Bridge, Sellwood Park and Oaks Park. The road is also a relatively popular route for cyclists to access Spokane Street and the Springwater Trail. Pedestrians also use both sides of the street to enjoy the impressive views of Oaks Bottom and downtown Portland. This street is classified in the city's current Transportation System Plan as a Local Street, a Local Service Truck Street, a City Bikeway (although it does not have any bikeway improvements), and a Local Service Walkway, as well as a Local Service Transit Street (although it is not currently a TriMet bus route).

Particular concerns discussed at the meeting are the lack of a safe and complete pedestrian route along the north side of the road, narrow sidewalk on the south side (often obstructed by vegetation), cyclists feeling unsafe riding in the road with cars coming from behind and ahead on a fairly narrow street with parked cars, and short sight distance at the bend at SE 7th Ave. The poor pavement condition was also raised as both a positive (slows speeds) and

negative (causes cyclists and cars to weave to avoid the worst spots). It was suggested that this road has great potential and should be more inviting and safer for all users.

Several possible changes to the street have been proposed, including constructing an all-weather sidewalk on the north side, possibly wide enough to include a cycle path, blocking off a short section of the street to cars, making the street one way, or possibly prohibiting parking in some areas. **Please note that none of these concepts have been discussed with PBOT or endorsed by SMILE, they are only discussions at this point.** It was noted that almost any changes to the street will see varying levels of support and opposition, and extensive opportunities should be made for all voices to be heard.

It was agreed that the Transportation Committee should organize a neighborhood meeting to gather input on what the community does, or does not want to see done to the road. This could be the first step in what would certainly be a long process before anything is done. Or, depending on the will of the community, it could die quickly. Scott agreed to set a meeting date for this neighborhood meeting in early 2026, after the holiday season.

4. **Oaks Park Traffic Backup on Spokane Street and SE 6th Ave** – Andrew described the congestion problem for vehicles trying to get from SE Oaks Park Way to SE Tacoma Street, usually on summer afternoons when Oaks Amusement Park traffic is highest. A couple possible improvements were noted; upgrading or adjusting the signal at SE 6th and Tacoma to vary depending on the amount of backed up traffic, and possibly eliminating parking on the south side of SE Spokane Street between SE Grand and SE 6th Ave and marking a right-turn only lane for vehicles trying to get to SE Tacoma, thus allowing more vehicles to travel east on Spokane past SE 6th even when cars are backed up to turn onto SE 6th. Andrew will contact PBOT to see if either or both of these are feasible.
5. **The meeting was adjourned at 7:15 p.m.**