

MINUTES OF COUNCIL MEETING
FOR THE CITY OF MAYWOOD PARK
04 NOVEMBER 2019 7:00-8:00 PM

- COUNCIL MEETING -

In Attendance: Mayor Matthew Castor, Council President Art Winslow, Councilor Jim Akers, Councilor Michelle Montross, Councilor Chris Williams

Absent:

Staff Present: City Recorder Rene' Sanders, City Treasurer Wendy Irwin

Residents present: Ron Dickson, Kim Hutchinson, Mike Reynolds, Nathan Montross, Linda C Hardin, Andreas & Jessica Merczak, Gayle Burrow, Susan Zall, Christopher Sun, Robert Burrow, Roy Englund, Susan O'Neill, Lear Schweitzer, Jenny Hurlburt, Sigrid M Waches, Kelly Walker, George DuBois, Lee Cowles, Miriam Berman, Jeff & Mary Jo Steffen, Jorge Villaviconcio, Kate Lamb, Sue Price, Dan Chavez, Patty & Greg Meighen, Lenora Howton, Dese Erheruly, Janice Pavic, Carrie Colver, Jesse Culver, Alex Newman,

The City Council Meeting was called to order at 7:00 pm.

PRESENTATION

Portland Bureau of Transportation (PBOT) Christopher K. Sun and Leeor Schweitzer

Christopher Sun began the present by explaining the Vision Zero is the goal to eliminate all traffic deaths in Portland. NE 102nd Avenue is a high-crash zone. The project goals include: Reduce Crashes, Improve Pedestrian Crossings, Reduce Speed, (motor vehicles) Improve Transit Access, and Create Bicycle Facilities. NE 102nd was primarily a pedestrian project; and reducing 5 lanes of traffic down to 3 is safer for pedestrians. Before and after speed counts on NE 102nd Avenue at Shaver and Sacramento show that the average speed went down 9.5% and 4.2% respectively. The group of fastest speeders dropped 4.6% and 1.8%.

Mayor Castor asked what volume of cars this data was based on. Mr. Schweitzer replied that it was twenty thousand cars per day. Resident Kim Hutchinson commented that the slope of road going north could affect traffic speed. PBOT acknowledged that this is true. Another Resident mentioned that the 85th percentile was down 10.7%; and asked if the average car was going 55 mph; is it now going 50 mph. PBOT believes the actual numbers to be 41 mph prior to the change; down to 37 mph currently. A Resident asked what time of day the data is based on. PBOT replied that they conducted 24-72-hour counts. The resident asked if we have before & after data. PBOT replied that there was no significant difference in counts. A Resident asked if we have the same volume, but have reduced traffic down to 2 lanes. PBOT replied yes. Resident Susan asked about process for taking the traffic counts. Was it putting lines across the road? PBOT replied yes. Resident Susan asked for how long. PBOT replied 24-72 hours. Mr. Sun asked that we please hold questions until the end of the presentation.

Mr. Schweitzer continued the presentation with findings on travel time: Overall peak travel time decreased, specifically peak time in the north bound lane. Before and after counts were taken in Maywood Park. No noticeable differences in speed were observed. Average speeds registered between 11 and 18 mph; with 85th percentile of speeders between 18 and 23 mph. There was a small increase in volume of traffic at the same speed; and a small decrease in the 11 to 18 mph speed range. There were no peak hour/peak-direction speeds over 30 mph. Parkrose residential street statistics were very similar to Maywood Park. Parkrose Heights had some big decreases in speeds due to new speed bumps; but otherwise were similar as well.

Pedestrian guidelines that PBOT were trying to meet include having a crossing available every 800 ft. Before the NE 102nd Ave project, 27% of the road was compliant. Currently, 69% is compliant. After Phase 2, the road should be 100% compliant.

The PBOT survey received 99 Maywood Park responses, out of 563 total responses. In the first survey, 64% of responders were concerned about speed. The recent survey conducted after the changes to NE 102nd Ave showed a decrease to 35% of respondents that were concerned about speeding. Pedestrian crossing concerns and bicycle safety concerns also decreased.

A resident asked who was surveyed. PBOT responded that the survey was promoted to Maywood Park, Parkrose, and Parkrose Heights; and was also conducted at Parkrose High School. A resident inquired why they would survey Parkrose High School. They don't drive. PBOT responded that the students make up an underrepresented age group, who do walk and bicycle to school, many using 102nd Avenue. When asked if they had numbers on public opinion of the 102nd Avenue project; PBOT reported that 27% of responders support the changes and 64% oppose them. In Maywood Park, the numbers were 35% support and 67% oppose.

Mr. Sun then covered the Next Steps: They will report back after meeting with stakeholders. They are currently in design for Phase Two; which they plan to construct in 2020. Phase Three, which is not yet funded, will include better lighting, improvements to crossings and changes to prevent cars driving in the bike lanes, etc. A timeline was presented: Winter-Fall 2018<sic> – Crash & traffic data collection & analysis, Spring-Winter 2018-19 – Community Discussion and Design Development, July 2019 – Pilot Implementation, Fall-Winter 2019-20 – Pilot Evaluation & Final Design, Summer 2020 – Phase 2 Construction.

Resident Nathan Montross expressed a concern with backing out of his driveway onto NE 102nd Avenue. He reported that cars are not signaling; and people are racing by to pass other cars. Mayor Castor reported that he has seen the speeding and accidents, including bike accidents that have occurred. He pointed out that the section from the freeway to Morris especially needs redesign. He continued, saying that having all lanes off Fremont turning left creates a dangerous situation. PBOT replied that they are looking at redesigning at the signal.

An unnamed resident commented that they want lighted crosswalks. They continued by saying that a majority of people disapprove of the changes to NE 102nd Avenue; and wondered what happens to the majority. PBOT replied that the redesign started with policies and plans adopted by the Portland City Council. The reason was Vision Zero. The resident stated that there were three accidents due to drunk driving; and asked how this helps reduce drunk driving. PBOT replied that they are trying to engineer the roads better.

A resident stated that there is not enough reason to make a change to the street. The public was not included in the plan. Why are 102nd and Sandy Blvd not the focus? There are bigger problems in other areas of the city. PBOT replied that NE 102nd Avenue is on the map as one of the top-crash streets based on a report compiled in 2016. Mayor Castor asked a clarifying question: How many accidents were there 10 years ago vs today? PBOT replied that there was work done in 2015-2016. They looked at crash data for driving, walking, and biking. Crashes were recorded per mile. NE 102nd Avenue is a high-crash street for pedestrians per mile.

A resident asked how PBOT is involved in Vision Zero with law enforcement. Are they working with Police? PBOT replied that police are also committed. There is a monthly meeting between Portland and the police coordinating efforts. The police have budget and personnel issues at this time, so are doing less that they would like. Mayor Castor mentioned that he had a conversation with the Sheriff's office regarding the current road striping; and they agree that the striping is confusing. He asked them what the solid lines indicate. Are they bike lanes, or turning lanes? The Sheriff's office doesn't understand the striping. A resident asked how emergency

vehicles are supposed to pass in the places where cars cannot pull over. PBOT replied that they have a committee to ensure that the design doesn't impede emergency access. Mayor Castor asked for contacts for fire and police bureau persons involved.

Resident Hutchinson asked if pedestrian traffic is homeless people. PBOT replied that they don't know. Another resident asked if NE 102nd Avenue will look like Halsey. PBOT replied that it will probably look more like Killingsworth.

Susan O'Neal mentioned that when this started, we were informed that it was going under a 6-month trial. Now it's going to be final. Where is the data that this worked? She had heard that the data came from New York or California. She is concerned that safety issues aren't being addressed. PBOT replied that the outcomes that they are looking for are desirable. Resident O'Neal stated that the survey was biased: they if people care about the speed of cars, everyone does. Police presence was seen for only 1 week. Enforcement is a better use of funds.

An unnamed resident reported that she likes the changes. She likes to be able to bike on 102nd; and can cross without afraid of dying. Why, however, have the bikes turn at the intersection, then cross the street, then ride into oncoming traffic, then cross again? PBOT replied that there are many questions on this section of the road. It will be redesigned.

Resident Jennifer Hurlburt stated that she travels the intersection daily. The intersection at Morris is incredibly dangerous and needs to be redesigned. The same is true for the Fremont intersection. People run the red light turning left onto NE 102nd Avenue. Monitoring is inadequate. They need to measure traffic counts when there's a problem on I-205. She doesn't feel that this redesign increases safety at the intersections. PBOT acknowledges that this is a by-pass for 205 when there's a problem; but safety has increased. Resident Hurlburt pointed out that traffic volume hasn't decreased.

Resident Ron Dickson stated that he set up a troll cam two years ago. He has seen the number of people increase from 130 to 150 pedestrians/cars/people passing through Maywood Park. He noted that there are more cars on Failing when I-205 is backed up. He put cameras out on NE 102nd Avenue for 3 days. During that time, only 3 bikes used NE 102nd Avenue. Resident Hutchinson asked what their projection for bike traffic was. PBOT doesn't have number right now. Resident Dickson stated that the biggest thing is I-205. He has 300 to 350 photos of cars going too fast and not stopping at stop signs.

Mayor Castor asked Mr. Sun how they are conducting bike counts. Mr. Sun reported that they used a bike count program of one two-hour count; but pedestrians were the main focus. A resident reported that she had to cancel a chiropractic appointment because she couldn't get out of the neighborhood. Cars are going too fast through Maywood Park. PBOT stated that they schedule traffic counts months in advance. The resident stated that they should have a person mobile enough to go on-site and see what's going on when traffic backs up.

Mayor Castor reported that the sheriff asked when a backup occurs in Maywood Park. He told the sheriff that it occurs anytime there's a crash on the Glen Jackson. He continued to the sheriff, when you see that, come out to Maywood Park and bring your phone, take pictures. PBOT stated that they don't have the resources to do this. A resident reported that they had sent video to PBOT, but didn't even get an acknowledgement that it had been received. Another resident asked PBOT to clarify the data regarding the high-crash network. What is the perimeter? Is it Sandy to Weidler or Sandy to Stark? PBOT replies that it is to Stark.

Resident Kate Lamb pointed out that there was bad traffic even when there were four lanes. Lot of kids in Maywood Park walk to school; and they will only use Skidmore because there are lights at the crosswalk. Will

the permanent crosswalks include lights like Skidmore? She also mentioned that when the pilot project started it was presented as a bike project, not a pedestrian project. She would like a left-turn lane on Prescott to go North/South. Turning is difficult with traffic. PBOT replied that these are items for Phase 3, which needs funding.

A resident stated that they appreciate the safety issues. There were three traffic fatalities that were all alcohol related. Nothing has been done to prevent drunk driving. Turning, rear ends, and sideswipes are the other serious accidents. Narrowing from 2 lanes to 1 lane increases congestion and doesn't solve the problems. Why isn't the plan addressing this? PBOT replied that one case was a drunk pedestrian, not a drunk driver. Vision Zero is putting a lot of effort toward curbing drunk drivers. The changes on 102nd are creating a slower street, reducing the chance that a drunk driver incident will result in a fatal crash. In the other crashes, lower speeds decrease the chance of fatalities and the chance of a crash altogether. They are trying for safety by design; by enforcement; and operational. Today we talk about design.

Ms. Walker voiced concern that emergency vehicles could be stuck in traffic because there are places where cars can't move out of the way with the candlesticks on the road. PBOT replied that emergency vehicles can access the bike lane. Ms. Walker was concerned for bicyclists in the bike lane. PBOT did not respond.

Councilor Montross asked that when fatalities stats are given, why aren't all the stats provided. Sunday morning at 5am was a fatality due to road gravel remaining on the road for weeks without being swept. Mayor Castor stated that that's been a lot of the frustration. We all know that stats and data can be used in support or against. Data feels like it's been skewed in support of the project. Let's get into the specifics of the real causes and real solutions.

Resident Greg had some design questions. He said that one thing that upsets us is that there has been no change in counts, so the same number of cars are now travelling in fewer lanes. Can a traffic engineer look at the timing of traffic lights so that we can get out onto NE 102nd Avenue? PBOT replied that in the pilot program they can't touch the timing of the lights too much. Mayor Castor replied that the increased density eliminates gaps for cars and pedestrians to get across the road. It needs to be a part of the plan.

Resident Hutchinson asked why change speed limits. PBOT replied that they submitted a request to lower the speed limit to 30 mph over a year ago. ODOT must approve change of speed limit. They submitted a second request to ODOT to lower the speed limit to 30 mph throughout the 102nd Avenue corridor.

A resident pointed out that the curb extensions and hard curbing in center of road makes it difficult to get out with a trailer or larger vehicle. He gave as an example the crosswalk at Skidmore Street.

Jorge from Maywood Park said thank you for the crossings. He continued, saying that this project between Stark and Sandy is large. Micro sections within this need to have their own design. PBOT replied that Vision Zero is looking at this for the future. Jorge said that he bike commutes 18 miles to downtown daily. He wishes for a bike and pedestrian bridge over Fremont, to eliminate the need to cross it. Resident Hurlburt stated that we need more data. The project is based on limited data. Resident Steffen stated that bikes can't drive on sidewalks; then asked if the motorized scooters could go on sidewalks. PBOT replied that they couldn't.

Resident Dan asked about the bike lane gap on NE Prescott Street from NE 122nd Avenue to NE 142nd Avenue. He stated that it's more dangerous now; and asked what Phase 3 is going to do for Prescott. PBOT replied that this segment addresses bikes on 102nd. There are other planning efforts looking at bike lanes on Prescott from 77th to 142nd.

Mayor Castor asked about the legislation allowing bikes to ignore stop signs; how are they addressing this. PBOT replied that not all stop signs may be disregarded. New signage will be implemented in the future. Mayor Castor stated that when this first phase was implemented, the execution wasn't done well. There was inadequate signage, flagging crews, etc. He suggested that going forward, would they please address this. PBOT replied that they had issues with execution and lacked foresight to ensure that the police bureau was adequate to assist people.

A resident asked how many bikers were on 102nd today. PBOT replied that they did a 2-hour count twice. They counted 30 on Tillamook and 20 on Freemont. A resident asked when the counts were done. PBOT answered that they were during a weekday from 4-6 pm, in clear or partly cloudy weather. Councilor Montross pointed out that the bikes weren't going down 102nd; just crossing 102nd. PBOT replied that this is not a bike project; they haven't focused on bikes.

Mayor Castor recapped issues that had been raised with the PBOT reps.

A resident asked if congestion is good because it slows us down. PBOT replied that they wouldn't say that. The resident replied that they don't care that we depend on 102nd and Prescott to access our homes. PBOT replied that they do care.

Mayor Castor asked if anyone else had feedback.

A resident stated that per ODOT, increased congestion causes increased accidents. Isn't this contrary to your goal? PBOT replied that they looked over correspondence and disagreed with the resident's interpretation. Some studies show that on freeways, congestion does increase crashes. That is not for city streets where there are pedestrians, bikes, and cars. Congestion measured through travel time seems to have gone down. A resident disagreed, stating that it used to take 15 minutes for them; but now it takes 25-30. Mayor Castor asked if they factor in the time someone sits waiting for a gap to get into traffic. PBOT replied no, they only count travel time on 102nd. Mayor Castor mentioned the pedestrian crossing where people wait for a gap to cross. He wondered if it is safer for them to wait in the areas at the new crosswalks including the shelter in the middle. PBOT did not directly answer.

Councilor Montross asked if they had ever meet with the DMV to redo the handbooks with the new striping. Mr. Ray replied yes, he reviewed manual this summer and will be working on that.

Mayor Castor asked if there were any other questions, comments, or feedback. There were none. He said to email the city office if anyone thought of something. He then moved on to Council business.

Councilor Williams reported that the codification company was emailing Snodgrass questions. He finally got their emails so that he could answer.

Councilor Winslow reported that he looked at a few ordinances for updating language. There was nothing too important. He has contacts from the safety meeting and is developing a list.

Councilor Montross reported that NRC will be coming out for a meeting on Friday from 11-12. She asked them if they will honor old bid. She hopes to have info on Monday.

Mayor Castor stated that he wants to put a notice in the newsletter about bagging leaves for disposal and not blowing them into the street.

Councilor Akers reported that he has contacted Oregon Paving, Rose City Paving, and Web for speed bumps; and is waiting to hear back. We are only doing five.

Mayor Castor reported that there was an incident on Halloween at NE 99th Avenue and Mason Street. Some pumpkins smashed with an ax. 911 was called; and two deputies from separate units responded. The suspect was not located. They made PPD aware of the incident.

APPROVAL OF MINUTES

Mayor Castor asked if there were any changes to the minutes for the October 21ST Council meeting. There were none. Mayor Castor called for a motion to approve the minutes. Councilor Akers made the motion; which was seconded by Councilor Montross. Mayor Castor voted aye, Council President Winslow voted aye, Councilor Akers voted aye, Councilor Montross voted aye, Councilor Williams voted aye.

CITIZEN COMMENT

Mayor Castor asked if there were any further comments. There were none.

Mayor Castor requested a motion to adjourn. The motion was made by Councilor Montross and seconded by Councilor Winslow. Mayor Castor voted aye, Council President Winslow voted aye, Councilor Akers voted aye, Councilor Montross voted aye, Councilor Williams voted aye.

Meeting was adjourned at 7:59 pm.