

Open House #3 Summary

Date: Wednesday, September 16, 2015

Time: 5:30PM TO 7:30PM

Location: Ron Russell Middle School Commons, 3955 SE 112th Avenue, Portland, OR

The US26: Outer Powell Transportation Safety Project hosted a third open house event on Wednesday, September 16th, 2015 from 5:30 pm to 7:30 pm at Ron Russell Middle School Commons on SE 112th Avenue, Portland. The open house featured bike treatment options, intersection configurations, bus/bike treatments, bus stop locations, cross sections, driveway access management information, and the project timeline. A printed aerial map of the entire corridor was featured highlighting the project footprint. Participants were encouraged to write comments directly on the maps. Twenty-one people signed into the event that was publicized through a news release, project website, Facebook, and a mailing to more than 15,600 households in and around the project area. Email notifications were sent to all stakeholders on the project's interested parties list, including the Decision Committee, Community Advisory Group, Agency Working Group and individuals who signed up at previous public events.

The purpose of this open house was to share concept design options related to bike treatments, intersection treatments and bus/bike treatments, to show the project footprint and to solicit feedback and questions related to potential impacts to right-of-way and driveway access. The event was staffed by the Oregon Department of Transportation (ODOT) and members of the HDR consultant team.



The room was set up to guide participants through various aspects of the project. By viewing a display that depicted the typical cross section and aerial maps outlining the project footprint, participants were able to get a sense of the project area and anticipated improvements along the corridor. Other stations depicted concept design options, driveway access approach, proposed bus stop locations, and project timeline. The project video was on display, featuring representatives from the Decision Committee, Community Advisory Group, project team members and community members. The video played on a repeated loop allowing participants to gain background insight on the project and hear directly from local representatives and community members.



Near the entrance and sign-in station was a refreshments table with project fact sheets in five languages, information handouts, and comment cards available for participant feedback.

Open House Overview

The open house event fell on a warm September evening and drew 21 participants, mostly from the local community. The event drew interested citizens looking to learn more about the project and potential property impacts. Community Advisory Group member and Bike Transportation Alliance affiliate attended the event and shared interests about bike treatments with the project team.

Through conversations with community members and feedback received from written comment cards, and aerial maps, the majority of input focused on safety and needed improvements along the corridor to reduce the number of accidents. Concerns about how property owners along the corridor will be impacted and to what extent, was a highlight of discussions during the event. A detailed list of written comments on comment cards and aerial maps is provided below.

COMMUNITY INPUT

Comment cards: Do you have any comments about the project that you would like to share with us?

- Living in Southeast Portland for nearly 20 years. I look forward to continued improvements east of 82nd Avenue. I have seen many accidents and fatalities due to no crosswalks (too far apart), lighting, and vehicles that do not give pedestrians right of way.
- Bicycle lanes should not be used by autos. Hopefully, there is some way to stop this illegal practice, as it happens too frequently. This could solve a serious situation.
- Crosswalks need red flashing light with cameras, not yellow (as no one stops on yellow).
- I would like sharp-angled intersections, like Southeast 148th Avenue and Powell Boulevard, to get extra space for complete sight lines.
- I am skeptical about the proposal for wrap-around bike lanes. I suspect there would be many confrontations between pedestrians and bicyclists, as the bicyclists will probably not yield to the pedestrians crossing to the bus islands.



Comments from aerial maps:

- Southeast 129th Avenue: Why is there currently a pedestrian crossing here?
- Southeast 136th Avenue: Need a left-turn lane and green arrow-turn phase going northbound
- Southeast 156th Avenue: Be safe and save our neighborhood
- Southeast 174th Avenue: Need more transit service at this intersection (N-S)

