

**City of Portland
Pedestrian Advisory Committee**

**Summary Meeting Notes
March 20, 2007**

Committee Members

David Aulwes*
Jim Conklin*
Ali Corbin*
Kim Cottrell*
Karen Girard*
Erin Kelley
Doug Klotz*
Jess Laventall*
Rod Merrick*
Elizabeth Mros-O'Hara*
Bob Robison*
Matt Whitney
Rod Yoder*

***Indicates committee members in attendance.**

Staff

April Bertelsen, PDOT*
Caitlin McCollum, PDOT*

***Indicates staff in attendance.**

Guests

Pete Colt
Stuart Gwin
Marion Rhys

Announcements

- Lents received \$1.9 million in MTIP funds. Lents residents in conjunction with PDOT will review the 1999 Lents Town Center Business District Transportation Plan to determine what features should be implemented. Construction may start in 2008.
- Rod Y. is still pursuing writing a letter to the DMV regarding testing practices. He came across a potential issue. If a test is administered only when the law is changed, it may discourage changes to laws. Rod is looking into this further.
- The staff report for the Columbia River Crossing project was approved. The pace of the project is slowing down somewhat, but folks should be aware of what is going on.
- Doug brought up an issue about sidewalk dedication requirements, citing a specific example at SE 39th and Hawthorne. This opened a discussion about some of the larger issues with land use and development.

Safety Subcommittee Update

- A public outreach campaign is in the works. Mark Lear was able to secure funding from ODOT, around \$35,000. There is a meeting on Thursday with Mark and PDOT communications staff to plan what the campaign will look like.
- Last meeting, Sam Adams presented information on where safety improvements were going to be made in the city (top 40 dangerous intersections). The committee wants to see PDOT's investment strategy to stay close to the PAC's goals. Just because an intersection or corridor has not had any fatal crashes does not mean it is not worthy of improvement.

The committee had a good discussion on this topic, agreeing that it was important to be kept aware of, and give input on the PDOT budget.

Burnside Bridgehead Project

Stuart Gwin, planner with PDOT, came to the meeting to provide information on what was going on with the Burnside Bridgehead Project. This project is at the east end of the Burnside Bridge, and is a large mixed-use development project led by PDC. As part of this project, there is a proposal to vacate SE 3rd Avenue (i.e. 3rd Ave. would cease to exist as public right of way). This will impact pedestrian connectivity in the area.

Stuart is in charge of writing the report to the Planning Commission and City Council and wants to make sure that the PAC is aware of this and has had a chance to provide input.

Many of the committee members were interested and concerned about this, but wanted to see plans/drawings before drawing a conclusion. Unfortunately, there are no new drawings that show the full impact of the street vacation.

Rod M. made a motion that regardless of the plans, the PAC take a strong position of not decreasing pedestrian connectivity. The committee unanimously approved the motion.

Doug, David and Rod M. will serve as a subcommittee to look into this project in more depth.

Inner Powell Boulevard Streetscape Plan

In addition to her pedestrian coordinator duties, April is the project manager for the Powell Boulevard Streetscape Plan. Powell Boulevard is a state highway and is maintained by ODOT. The City was able to receive a TGM (Transportation Growth Management) grant to create a streetscape plan. The grant expires on June 30th, so the plan needs to be complete by then. In addition, if improvements are identified, then hopefully they will be incorporated into ODOT's next paving job on Powell.

There was an open house last Saturday; there will be another open house in May to present the preferred alternative.

Question: Is this project funded?

Answer: There is funding for the creation of the plan. There is no money identified for the construction, but there is a pot of money that would be a good candidate. If there are green street elements, then there may be opportunities to partner with BES.

April passed out handouts that showed corridor maps, and posted the same boards that were at the open house with various treatments. The plan would improve the pedestrian and bicycle environment, especially at crossings.

There are different alternatives for the segment between Ross Island Bridge and 50th Avenue and the segment between 50th and 92nd Avenues. April gave an overview of the treatment options.

Ross Island Bridge – SE 50th Avenue:

- 1) Existing, no change
- 2) Concrete sidewalks, enlarge treewells
- 3) Pervious pavers
- 4) Planter strip buffer
- 5) Swales (similar to New Seasons at 7 corners), six-foot through zone

There was discussion among the group about the trade-off of sidewalk space and green treatments. David pointed out that if people want bigger trees, then there must be a smaller sidewalk space.

The committee voted, and the majority favored the pervious paver option.

SE 50th Avenue – SE 92nd Avenue:

There is more right-of-way to work with in this segment.

- 1) Existing, no change
- 2) New landscaping
- 3) “Hardscape” to replace some of what is existing
- 4) Swales
- 5) Intermittent, “funky” swales

Question: What is the significant difference between swales vs. no swales?

Answer: The swales are there for stormwater treatment. They are hard to maintain and keep clean.

Jess, Doug and David are all on the citizen advisory committee for this project. April asked if the PAC was comfortable with the three of them being representatives for further decisions on this project. The PAC enthusiastically agreed. Since this project has broad representation from the pedestrian community, the group felt it was unnecessary to devote meeting time to it.