

**City of Portland
Pedestrian Advisory Committee**

**Summary Meeting Notes
June 19, 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*
Gregg Everhart, Portland Parks
Caitlin McCollum, PDOT
Janel Sterbertz, PDOT*

***Indicates staff in attendance.**

Hot Topics, Points of Interest, Successes

- Columbia River Crossing - Rod Merrick reported on the activity of the Bike and Pedestrian Working Group for the Columbia River Crossing. He expressed his concern with how discussion and comments are recorded at the meetings. The notes are not capturing all ideas, being whitewashed. The working group is currently identifying where bike and pedestrian alignments should be on bridge and connections to near by destinations and the pedestrian and bicycle network. Rod recommended to the project staff that the bridge should have an element of traffic calming instead of designing for speeds well above the speed limit. The project staff reported that building pedestrian facilities cost as much as other facilities, \$400 per sq. foot. The walkway along Steel Bridge is being considered as an example. The PAC would like to discuss this further at a future meeting.
- Commissioner Sam Adams Town Hall Meetings – PDOT is facing funding shortfalls and a maintenance backlog that continues to grow. Comm. Adams and PDOT staff are holding a series of small group meetings and town hall meetings on PDOT financial status and ideas for funding safety and maintenance, including a City gas tax, property tax (user fee on utility) tax on business owners with off street parking. Mark Lear from PDOT has been assigned to the project.

Mayor Tom Potters' Street Access for Everyone (SAFE) Initiative

The SAFE initiative is related to the City's new sit-lie ordinance and concerns about panhandling. It includes adding 25 new public benches, opening several public restrooms and opening a new 24-hour access restroom in Downtown and the Lloyd District by mid-August. Enforcement of the sit-lie ordinance is delayed until benches are installed and bathrooms are opened, so that people can sit on benches instead of the ground.

The initiative also includes providing a shower facility with lockers in another building at 1st and Davis. Central City Concern will operate, monitor and clean, on site all the time. Eight existing restrooms in downtown parks will be repaired and opened.

A committee of stakeholders through the Mayor's Office are working on identifying where to location the benches. PDOT staff, April Bertelsen and Rich Eisenhauer, are working with staff from the Mayor's office on locating the benches in Downtown and the Lloyd District.

The PAC discussed recommendations for how to choose locations for the benches:

- Prefer benches without backs, so people can sit in either direction.
- Prefer that benches be located in Frontage Zone against, buildings if there is adequate room in the sidewalk to still have a good Through Pedestrian Zone.
- Prefer benches to face the sidewalk and buildings if located in the Furnishing Zone.

April will send the proposed bench locations by email for the PAC to review. The PAC would like Mayor's staff to attend the PAC in July.

Transportation Safety Summit

The summit is June 26th noon until 4 PM. It is a forum for staff and citizens to share thoughts, concerns and recommendations. Several PAC members are unable to attend. April will be there and is accepting comments.

Summer Tour/Walk

The group agreed to do a walk in lieu of the regular August PAC meeting (August 21). Start time may be earlier.

There was discussion about inviting commissioners to come on the walk, to help build alliances and get things accomplished. Randy Leonard was suggested, as he oversees the Bureau of Development Services. Touring new developments, particularly in southwest where facilities are often lacking, would raise awareness of the importance of smaller projects to ensuring continuity of pedestrian improvements.

Locations discusses:

- Walk about in Pearl Dist to review as new development
- Van tour of new development around city
 - Construction zone
 - Special Events
 - 38th and Belmont/Mississippi
 - Multnomah Village and Troy and 30th
- SW Trails with Don Baack to learn about their long term vision and long term projects
- ADA concerns like Greek Cusina sidewalk café

The PAC decided on a tour around Multnomah Village to see unimproved and new improved pedestrian

facilities. Invite Commissioner Randy Leonard, Commissioner Sam Adams, Kurt Krueger and Don Baack.

Implementation of the Pedestrian Design Guidelines

Kurt Krueger with PDOT Development Review will attend the July PAC meeting to discuss how to better implement the Pedestrian Design Guide. The PAC identified topics to provide to Kurt ahead of time so he can research and prepare for the discussion.

Issues:

- Connectivity and requiring dedications complying with Master Street Plans and Metro connectivity standards.
- Requiring incremental sidewalks to be built, versus wavers of remonstrance to future LIDs
- Acceptable variances to standard
- Requiring dedication to widen sidewalks to standard versus narrowing the roadway to widen sidewalks.
- Permits for closing sidewalks during construction and special events

Questions:

- What are the priorities for making decisions when implementing the design guide? What other things are competing, e.g. storm water and sidewalk width. How are things balanced?
- How to document when standards are not met and why?
- Pedestrian connections, when can they be ramps versus when they can be stairs?
- Why aren't we applying the general scoring standards of 3 ft by 3 ft?
- How are we addressing issues in far SE, like getting sidewalks and connectivity?
- Belmont/Mississippi phenomenal what is the plan? Are there criteria for when to choose dedication to move the property line versus move the curb line to get wider sidewalks?
- Do they have a guide for how wide the total ROW should be? Or, are they just looking at sidewalk from the curb?
- Driveways, doorways and crossing sidewalks should be built at sidewalk level. Why were such locations built the way they were? What standards/criteria are they using? Example locations:
 - 107 SE Washington
 - NW 11th and Couch, Anthropology doorway on 11th.
- Sidewalk inspection takes too long. We should also inspect for landscaping
- Comprehensive pedestrian way inspection