

**City of Portland
Pedestrian Advisory Committee**

**Summary Meeting Notes
August 21, 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*

Guests

Sam Adams
Roland Chlapowski
Courtney Duke
Kurt Krueger

***Indicates committee members in attendance.**

Staff

April Bertelsen, PDOT
Caitlin McCollum, PDOT

In lieu of a standard meeting, the committee took a walking tour in Multnomah Village. They were joined by Commissioner Adams, and staff from PDOT and BES. The tour focused on the existing pedestrian environment, recent new development and how to ensure improvements to the walking environment here and elsewhere in the City.

Prior to starting the walk, David wanted to review the information provided by BES staff and go over the three main themes, and make sure everything is covered.

Main Themes

1. How can sidewalk construction be assured with new development? Should they always be required at the time, or do "waivers" work as an alternative. Can the city ever claim that adjacent properties "won't be redeveloping", as a reason for not requiring the full standard from the current project?
2. How do you construct 50 feet of sidewalk, planting strip, curb and storm sewer on a ditch-lined street? Since "waivers" don't work, is this the only reliable way to get sidewalks?
3. Pedestrian Design Guide standards (e.g. 15 foot corridor in ped district, 12 foot on Capitol Hwy.) When can the standards be lowered; in response to lack of ROW (or should city get ROW), in response to steep hill (or should city require retaining wall), or in response to lack of perceived need (or should future development be factored in)?

Comm. Adams opened up a conversation about which streets should have sidewalks required, and which not? There is not always a lot of support for sidewalks *everywhere*. This discussion is

happening in the southwest communities. There should be a balance of waivers and requiring sidewalks. The Commissioner's priority for sidewalks is busy streets and basic access points.

Some members of the PAC feel that *all* streets should have sidewalks no matter what, for the enhancement of the pedestrian environment.

Rod M. pointed out that our pedestrian design guidelines do not address the issue of no sidewalks, or what that might look like. Also, off street paths (e.g. SW Trails) are not truly addressed in the design guide.

Question: Can we have input on priorities and which streets?

Answer: In a sense we've done that with the TSP by classifying city walkways and pedestrian districts.

David suggested that we write specs into our design guide to address this, even including unconventional ideas such as European woonerf. Sam seemed agreeable and pointed to NW 13th as an example of a street without sidewalks that was shared by all modes. Jennifer mentioned that BES received funding for a skinny green street on SW 19th.

Many members felt that if not all streets were required to have sidewalks that there need to be clear priorities about how that is determined and a starting point should be major streets and access streets. This is another aspect to include when the design guide is updated too.

Sam agreed to include the PAC in conversations about prioritization.

Multnomah Village Stormwater Retrofits

This area is at the edges of the Tryon Creek and Fanno creek watersheds. These feed into the Willamette, which is under federal scrutiny for its pollution. BES created a watershed plan that identified 150 projects. Multnomah Village is one of those projects, with 36 individual project sites. These sites include parking lot retrofits, roof projects and street swales. The project will remove 5.2 acres of impervious surface, which equals five and a half million gallons of water.

The project staff felt that the street swales were the most plausible and also the most "bang for the buck" and decided to implement those first. The five "early action" project are four curb extensions (all but one need no parking removal) and a "raindrop walk" along Multnomah Boulevard, through the heart of the village. In addition to the swales, the pedestrian zone will be widened and street trees with benches will be added.

Walking Tour

The walk consisted of the following points of interest:

1. Houses on Capitol, west side, north of Miles. 3 houses are new. (in 2004 and 2006) One of them was required to build a sidewalk, which has not been built. Questions: why were sidewalks not required on two, and how will the in-between sidewalks be gotten? Another house is under construction at 7219.
2. SW Nevada Court right-of-way (west of Capitol). (This is about 100 feet north of 7219 Capitol) Nevada is a designated SW Trail. Don Baack asked for a stairway there as part of Capitol Hwy. plan, but it was not included. Questions: Will development of 7157 Capitol Hwy lot be required to put sidewalks on Capitol and/or on Nevada Court? What will trigger the cutting back of the hillside to get sidewalks on Capitol to at least Nevada Court?

3. Condos, 7408-7438 SW Capitol Hwy., at corner of Miles. (Built 1996) These condos have a pedestrian-friendly frontage on Capitol, with parking at rear, accessed off Miles. Sidewalks were required on both streets. Capitol frontage was originally specified as curb-tight, but Doug looked at plans and saw they were filling up to Capitol Hwy level, and alerted PDOT, who changed requirement to separated sidewalks, with street trees.
4. At Capitol Hwy and Custer St. A house at 2935 Custer, (2006), has no sidewalks. A house is under construction at 2939 Custer, at the corner of Capitol Hwy. Sidewalk on Capitol Hwy. with high retaining wall and rail was built as part of Capitol Hwy plan construction. This wall is well into the right-of-way, leaving about 6 feet of ROW for use of property owner. Question: Will sidewalks be required on Custer at these two houses? If not, when will Custer get walks? Can retaining wall be required to be moved back to get wider sidewalk corridor on Capitol?
5. 30th Ave. stairs. Question: can PDOT build pedestrian connections that are not Accessible, if terrain makes accessibility impractical?
6. Canby Court curve. Dangerous for pedestrians because of limited sight-lines, curve and hill. Question: Can April use her limited funds to add a sidewalk on the south side of Canby Court for 200 feet through this curve?
7. a) 7876 SW 31st Ave. Multnomah Villages Townhouses. ROW was widened by 6 feet (to 46 feet), and separated sidewalk required, except at driveway.
b) 7912-7914 SW 31st Av. More condos. 6' dedication required, plus transition at south end to 10 foot dedication.
c) 7926 SW 31st Ave. Condos by same owner as 7912. Required to do a 10 foot dedication, bringing 31st ROW to 50 feet. Question: Is this the standard the rest will be held to? Condos face internal street, but Planning required them to have doors and stairs from "rear" balconies to public sidewalk as well.
8. 34th has a 25 foot ROW. Row houses at corner of Moss and 34th on NW corner built 6 foot sidewalk in ROW, continuing pattern to the north. New condos under construction at SW corner (Village Town homes) will include a "tract A" along 34th, which will allow a wider sidewalk, partly on an easement (?), at least to the end of the property.
9. "Raindrop Walk", a widened sidewalk with stormwater facilities, is planned by BES for this stretch of Capitol (35th to 36th, south side).
10. 7824 SW 37th. This half-block development, with retail and condos, is being required to build a 12 foot sidewalk corridor: sidewalk with planter, along Capitol, a 12 foot corridor with planter and sidewalk along 37th, as well as paving 20 feet of roadway width along 37th, and to dedicate 7 feet in order to get a 15 foot sidewalk corridor along Troy. Contrast this with the row houses across 37th.
11. 3712-3716 SW Troy. Row houses, built 1995. More pedestrian-friendly than those on the north side of Troy, because the front doors face the sidewalk, not the garages. Garages in rear accessed by driveway in center of site. Builder was not required to add sidewalk on 37th, which is probably why there isn't a driveway from 37th to the rear garages. Question: Who will now pay to put that sidewalk in and pave the west half of 37th?
12. Pedestrian connection to Canby. In this case, most of the ROW was given back to adjacent property owners, ("vacated"), leaving only a 10 foot wide strip that is actually public right-of-way. Question: Should pedestrian connection have this narrow a Right-of-way? It looks fine now, but could be fenced down to 10 feet by adjacent property owners. Why was this area vacated, if property owners had no specific use for it?

13. Canby & 35th. Dangerous conditions for pedestrians on 35th. High speed street with no sidewalks or safe places to walk.