

**City of Portland
Pedestrian Advisory Committee**

**Summary Meeting Notes
January 15, 2008**

Committee Members

David Aulwes*
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

Guests

Kurt Krueger
Marian Rhys

Pending Court Case Involving Sidewalk Dedications

Kurt Krueger works for PDOT as manager of the development review staff and states that one of the main purposes of his job is to “get developers to put in improvements”. He came to the meeting to report on a current court case in which a developer is challenging the City’s request for a sidewalk dedication. At SE 52nd and SE Cooper, the developer is tearing down several buildings and putting in a larger structure. SE 52nd is a neighborhood collector, and a City walkway. It currently has a five-foot sidewalk, which would be required to be brought up to code with this development. When the developer came in to pick up the building permit, he did not agree with the City’s requirement to put in a sidewalk. That was two years ago, and since then, the City and the developer/developer’s attorney have been going back and forth about whether or not the City is able to require such improvements.

The case has now reached Federal Court. Last week, the City and the developer testified. It is a \$1.6 million law suit. At this point, the judge can make a decision in favor of the City, make a decision in favor of the developer, or determine that there is a “dispute of facts”, in which case the trial would go before a jury.

Right now it is not an easy time to be a developer. The building market is down, and many more people are arguing their need to put in improvements.

There are serious ramifications to this case. The development community is watching this, and because

the case is being heard in federal court, the result could affect developments nationwide. Kurt feels that the City would continue to fight this, even if the trial is lost.

Kurt wanted to share this information with the committee so that they would be aware of what was happening, and also to start to build support. If this case does go to a jury trial, Kurt and the City will need the help of many varieties of pedestrian/sidewalk advocates.

Question: Are there easy ways that we can help counterbalance the pressure the development community is bringing?

Answer: Talk/write letters to your commissioner, sign up to testify at Council, write letters to the editor.

Kurt also wanted to take this opportunity to announce that he would like to update the Pedestrian Design Guidelines, and to update them in such a way so that they carry more weight. Currently, as "guidelines", they are hard to enforce. Rod M. pointed out that when the guidelines were created, the intent was that they would eventually become code. Kurt will be pushing for budget to do this, and it may include street design. There will be more discussion on this as the plan develops.

Project Update Roundtable

Erin – Gibbs Pedestrian Bridge

Erin is serving as a member of the Gibbs Pedestrian Bridge CAC. The group just had their first meeting. None of the designs the PAC saw last year are being considered; they are too expensive. (April also announced that the project manager, Jody Yates, will come to a future meeting to give a formal presentation on this project, as well as North Macadam.)

Doug – Pedestrian/Bicycle Bridge over Powell

After last month's presentation on the Milwaukie Light Rail project, Doug created a couple of drawings of what a ped/bike bridge over Powell might look like. The group discussed the design and agreed to make the suggestion to TriMet. Doug will write a cover letter to go with the drawings.

SE Clay Green Street

The neighborhood association and City staff are looking for a PAC representative involved in this project. Karen volunteered.

David – Division Green Street

Earlier this week David emailed a letter for the committee's review that supports the removal of the pro-time travel lane on Division. The committee agreed David should send the letter.

TriMet Hearing on Changes to Fareless Square

Tomorrow, TriMet is holding public hearings on a proposal to restrict the hours of fareless square from 7 a.m. to 7 p.m. The committee has much discussion about this via email, and for the most part, agrees that fareless square should remain as is. Many agree that there are safety problems, but that they do not necessarily stem from fareless square and this is a knee-jerk reaction to solve a problem.

While the public hearing is tomorrow, TriMet will be accepting written comments until the February 21. Erin will be testifying tomorrow on behalf of the WPC, and offered to give a brief statement from the PAC as well. A formal letter will follow. The group agreed to this tactic. Erin will draft a short PAC testimony tonight, and send to the committee for review.

ODOT Transportation Enhancement Grant Application

Every two years, ODOT solicits applications from jurisdictions for its Transportation Enhancement grants. The "TE" program provides federal funds for projects that strengthen the cultural, aesthetic, and environmental value of our transportation system. The City of Portland is eligible to apply for up to

four projects. Letters of intent are due on February 1. A group of City staff came up with a list of ten potential projects, and created a top four list from that. April shared that list with the committee.

- Bicycle/Pedestrian Ambassador Program
Modeled after Chicago's and Toronto's successful programs, staff will be hired to provide education and encouragement about bicycling and will specifically address areas with high reported conflicts between cyclists and pedestrians.
- Union Station
"Envelope" repairs to Union Station to address leaking roof and water damage. Union Station has received TE grant money in the past.
- 122nd Avenue Sidewalk Infill
Complete sidewalk system on SE 122nd Avenue between Harold and Raymond streets. Provide pedestrian crossing at SE Morrison.
- Vermont/Capitol Highway Bicycle and Pedestrian Facilities
Widen SW Vermont with bicycle/pedestrian facilities from 30th to 35th Avenues. Reconfigure Hoot Owl corner to create conventional intersection at Vermont and Capitol. Strip bicycle lanes and construct sidewalks to complete connection to SW Community Center. Provide green street features.

Of these top four items, the committee favored 122nd and Capitol Highway. Generally, there was a feeling that this money should be used for infrastructure, not education, and definitely not for building repair (Union Station).

Doug had some specific concerns about the Capitol Highway project; it does not create standard sidewalks. His recommendation is to eliminate the Vermont portion.

Other projects being considered:

- Signalized crossing of NW Naito at Glisan/Flanders
Provide a signalized crossing of Naito Parkway near Glisan and Flanders Streets in support of: development of bicycle boulevard on Flanders, newly striped bicycle lanes on Naito Parkway, and a connection to Waterfront Park and Riverwalk on Steel Bridge.
- Barbur Boulevard Crossings at Whitaker & Gibbs Streets
Gibbs Street Pedestrian and Bike Bridge project will provide crossings on Macadam, I-5 (above grade), and Naito (at grade). This project will extend across Barbur and comprehensively address all local collectors. Distance between existing crossings of Barbur is far.

PAC members were supportive of both of those projects. There are a few other projects being discussed, but they will likely not be submitted for funding (bike oases, Halo LID in SW Portland, NE 12th Avenue connections, Foster Fastlink).

Interstate Corridor Re-zoning Project and Proposal for Special Right-of-Way Standards

There was not enough time left on the agenda to discuss this topic at length. Briefly, the Bureau of Planning and PDC are leading an effort to re-zone Interstate and part of the project includes developing special right-of-way standards. April passed out a summary of the project, which is in the beginning stages. She asked that committee members review the information and be prepared to talk about it at a future meeting.

Meeting adjourned at 9:05 p.m.