

**City of Portland
Pedestrian Advisory Committee**

**Summary Meeting Notes
September 18, 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

Guests

Marian Rhys

Announcements & Committee Business

- Safe and Sound Streets – Commissioner Adams, along with Mark Lear and Jamie Waltz from PDOT, are working on a proposal for additional funding for PDOT. They are considering a street user fee, gas tax, and local vehicle registration fee. PDOT has a large maintenance backlog and a declining budget. The additional budget would also fund safety projects, particularly looking at dangerous intersections and corridors. Mark is looking for support from the PAC, and an endorsement of the projects suggested and the effort to secure more funding.

There was quite a bit of discussion on this topic. Bob expressed hesitation at endorsing something, when that something has not been defined. The group would like to see a more concrete presentation of information. April & Caitlin will see about having Mark and Jamie come to the October meeting.

- August meeting notes were approved.

“I Brake for People”

April updated the committee on the progress of the “I Brake for People” campaign, to educate motorists and pedestrians about the crosswalk laws. Beth Erlendsen, who had been the main staff person involved, is leaving the City of Portland this month. April, along with Sharon White will continue to move the campaign forward.

The campaign will include ads on buses, MAX, bus shelters; radio ads (during traffic reports), and a bumper sticker. 10,000 bumper stickers will be printed, and the peel away on the back will have the language about the law. The original plan was also to include an intersection diagram, but there are issues with the printing.

The sticker will feature the artwork being used for all media: a black background, with the words “I Brake for People” and several brightly colored silhouettes of different kinds of people.

Many committee members were curious about follow up after the campaign. It would be interesting to see if it has any effect. Specifically, are more people just stopping or do more people know and understand the law?

PDOT will look at crash data, but has no plans for any kind of follow up survey. The PAC could solicit volunteers to monitor intersections, but would need to get moving pretty quickly in order to gather any “before” data.

April talked about the desire for the media event for the rollout of the campaign, and asked for input on how to carry that out. One idea being discussed is a living billboard, with people painted the same colors as on the bumper sticker. Suggestions for locations were around the Rose Quarter, 82nd Ave, Grand/MLK, and SW 11th/10th.

Erin, Ali and David said they may be willing to volunteer to be part of the living billboard.

Bob expressed how wonderful it was to work with PDOT and with Beth; he will put together a thank you letter. He also mentioned that we should thank all the partners (e.g. ODOT, TriMet).

Portland to Lake Oswego Transit and Trail Alternatives Analysis

Mauricio Leclerc, planner with PDOT, returned to the PAC to provide more information on the project Metro is working on to determine the best way to connect Portland and Lake Oswego. The project is led by Metro, partnering with the City of Portland, City of Lake Oswego, ODOT, TriMet, and Multnomah and Clackamas Counties. The purpose of the project is to provide a high quality transit and trail alternative along the Macadam/Highway 43 corridor, linking Portland’s Central City with downtown Lake Oswego.

A key driver of the process was to identify the right kind of use for the Willamette Shore Line (WSL), an old railroad line owned by a consortium of governments (which includes the city of Portland), bought for future rail transit use. Today the line is used for an excursion trolley service operated by a non-profit organization. TriMet and the City of Lake Oswego maintain the tracks. Once bought for \$2 million, today the WSL has a value of \$75 million, which can be used to help pay for the local share of funding for the streetcar.

The three alternatives being considered were a trail, bus rapid transit, and streetcar. The Steering Committee made the recommendation to move forward with the streetcar option, using pieces of Macadam/Hwy 43 and the WSL. The group also recommended looking at a way to incorporate the trail into the alignment.

Mauricio went over the potential alignments for the streetcar and the trail, explaining some of the right-of-way and topography constraints.

Questions:

Q: Is there a possibility that the WSL could be used for trail only?

A: That is one of the things we are looking into. Currently, property owners have agreed in their deeds that the WSL can be developed, but only for rail use (there are several properties that straddle the shoreline). We are looking into the feasibility. We may work out an agreement with the property owners.

Another difficult piece of the trail is that there is no federal study process for exploring next steps.

Q: Are there people who want the trail instead of the streetcar?

A: No, people really want both.

Mauricio will keep the committee posted as this project develops.

PDOT Efforts to Fund and Construct Sidewalks

April wanted to provide the committee with information on the various efforts going on in PDOT to fund and build sidewalks (and other pedestrian infrastructure). She passed out a list of everything going on; if there is interest in a specific topic, we can have a presenter come in to discuss further.

Transportation System Development Charge (TSDC) Study and Project List

A TSDC is a one-time fee assessed on new development to help fund the cost of public improvements to serve a growing population. PDOT is currently completing a TSDC rate study and project list. The project list has many things on it that are helpful for pedestrians. In particular: NW Flanders crossing (bike/ped only crossing over I-405); Lombard crossing of the Columbia Slough; NE Cully Blvd (the project was rejected for MTIP funds); full street improvement to SE Flavel Drive (including sidewalks); improvements to SW Hamilton (SW Hamilton is on a lot of project lists).

The projects that are identified on the TSDC list are a good indication of future projects that will be built, and a good thing to pay attention to.

Local Improvement Districts (LID)

A LID is a method by which a group of property owners can share in the cost of transportation infrastructure improvements. This involves improving the street, building sidewalks, and installing a stormwater management system. April passed out a map of the various LIDs in Portland both those that were built in summer 2007 and those to be built in summer 2008. Most are in southwest or far east Portland.

Halo LID

A Halo LID is a Local Improvement District that spreads the cost of improving streets across area served by the improvement versus a conventional LID where only those property owners along the street would pay for its improvements. Other jurisdictions have done this; the streetcar could be considered an example of this.

PDOT has hired OTAK as a consultant to help with this process; the focus will be in southwest and target arterials without sidewalks. The top three candidates will go to the SWNI board for approval.

The design for these sidewalks is still under discussion. There is a possibility for no curbs, and/or to do green streets.

Ditches to Swales

This is a BES project that has more to do with stormwater than it does sidewalks. However, PDOT staff have been working in collaboration with BES staff to see where sidewalks can be built as part of this project. Community support will likely be needed to help convince BES to include pedestrian amenities.

Debrief Walking Tour

All agreed that the walk was a success. It was nice to be able to talk to Commissioner Adams and to Kurt Krueger. The walk was likely the beginning of more conversations about when and where sidewalks should be required.

Meeting adjourned at 8:57 p.m.