

**City of Portland  
Pedestrian Advisory Committee**

**Summary Meeting Notes  
March 15, 2011**

**DRAFT**

**Committee Members:**

David Aulwes  
Roger Averbeck\*  
Don Baack\*  
Carolyn Briggs  
Betsy Clapp\*  
Daniel Friedman\*  
Marianne Fitzgerald\*  
Rebecca Hamilton\*  
Erin Kelley\*  
Doug Klotz\*  
Rod Merrick  
Elizabeth Mros-O'Hara  
Ellison Pearson  
Marian Rhys\*

*\* Indicates a committee member in attendance*

**Bureau of Transportation Staff:**

April Bertelsen, Pedestrian Coordinator  
Kate McQuillan, Staff Assistant

**Guests:**

Shoshanah Oppenheim, PBOT  
Mark Lear, PBOT  
Katja Dillmann, Office of Mayor Adams

**Hot Topics, Points of Interest, Successes**

- On March 16<sup>th</sup>, PBOT and ODOT will announce major pedestrian crossing improvements along the 4900 block of SW Barbur in partnership with a SW Trails meeting to be held at the Multnomah Arts Center.
- The Oregon Active Transportation Summit will be held in Salem on March 29<sup>th</sup> and 30<sup>th</sup>.
- In early February and early March, Roger attended Central City 2035 Mobility Symposia sponsored by BPS where the majority of discussion focused on parking and transit issues. Including Roger, many active transportation activists were present and advocated for safety issues and improved connectivity to the neighboring areas.
- PBOT will host a series of public events for high-crash corridor projects with the first event on April 13<sup>th</sup> for Barbur (to be held at Marquam Elementary). The second event will be along SE 122<sup>nd</sup> Ave (location TBD) and the third event along SE Foster (location TBD), both at the end of April.
- Neighborhood Greenway Legislation that would allow cities to reduce speed limits on smaller, local streets was successfully passed in a vote in the Oregon House (45-14).

- Northwest District Association has approved a movie night in Wallace Park September 3<sup>rd</sup> with the goal of making it the first event where only active-transportation is used to get to the event.
- Doug attended the Division Streetscape Open House on March 15<sup>th</sup>.
- PDC was granted a design exception to not include a sidewalk in the NE Martin Luther King Jr. Blvd Gateway Heritage Marker project and is currently undergoing the Design Review process that allows public comment through March 31<sup>st</sup>.
  - PAC Member discussion: In prior years, PAC reviewed design exceptions to ensure that projects still complied with the Pedestrian Design Guidelines. While this practice has not been followed for a few years now, April will look into whether the PAC can or should return to this role.
  - Don made a motion that the PAC will draft a letter to the Design Commission detailing PAC Member concerns of the technical design of the project that omits sidewalks through the plaza. Erin seconded the motion. The PAC unanimously approved.
  - Don made a second motion that the PAC will submit a second letter to PDC regarding PAC Member concerns of being excluded from initial planning and design process for the project. Marianne seconded the motion. The PAC unanimously approved.

### **Review and Approval of February Meeting Notes**

Kate briefly noted a slight format change in the February 2011 meeting notes since the notes were previously mailed out, however no edits to the text were made.

- Roger motioned; Marianne seconded the motion; PAC unanimously approved.
- Short discussion: should edits be mailed to the entire group, or only to Kate? Group wishes that all edits be mailed to the group as a whole.

### **PBOT Innovation Quadrant Transportation System Development Charge (TSDC) Overlay Project**

Shoshanah Oppenheim from PBOT presented the Innovation Quadrant Transportation System Development Charge Overlay zone that would generate an estimated \$14.5 million for major transportation improvements including: \$5million revenue to contribute to the existing \$30 million committed by PBOT to complete the Portland-Milwaukie Light Rail Project; \$5.4 million for “Portland Streetcar – Close the Loop”; \$1.2 million for “SE Water Ave Relocation”; \$600k for “Clinton to the River Multi-Use Path”; \$1.3 million for “4<sup>th</sup> Ave Streetscape”; and \$674k for Broadway Cycletrack and Streetscape Improvements. Brooklyn Neighborhood Association, HAND, PSU, Portland Business Association, Division Business Association, and several other community members made up the advisory committee tasked with advising on the selected projects and allocations. Fees generated from the Overlay Zone are only assessed at development or when there is a change of use that would impact nearby multi-modal capacity. The project will be going to City Council on April 6<sup>th</sup>.

#### *PAC Discussion:*

- Do Schools/Institutions have to pay the overlay charge? Response: It is possible for schools or institutions to apply for an exemption from the overlay charge, in which case they would have to provide their own traffic analysis to show that the increase in traffic would not impact the system capacity. Additionally, current exemptions (for example, commercial use less than 3,000 ft<sup>2</sup> or accessory dwelling units) would continue to be exempt from paying the charge for three years.

- A PAC member noted that multiple projects are within Urban Renewal Areas and wanted to know why URA funds will not be used for funding gaps in the way that these proposed SDCs would. Response: URA funds are considered to be limited and precious with a significant amount already spent on transportation projects. These funds are typically targeted toward economic development.
- One PAC member expressed the concern that this funding strategy came as a means to close the funding gap for the Portland-Milwaukie Light Rail and that the remaining four projects on the list were simply added to garner additional political and public support for the SDCs.
- Were the I-405 crossings at 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> etc. considered as projects to be funded through this new mechanism? Response: These portals were listed on the original list of 30 or so projects considered for funding; however those projects did not garner the same support from stakeholders. Only a limited number of projects could be chosen as an initial project in order to keep the SDC fees low enough while still generating enough revenue.
- Many PAC members expressed concerns that the SDC may be a barrier for small business development (specifically for in-home business) and that perhaps further economic development analysis on the proposed charge is needed. Response: The proposed SDC is for a building development permits and not business permits. Current code does allow for outright SDC exemptions for establishing in-home businesses (such as one full-time employee, and up to 8 customers per day may visit the home). Both Staff and the Advisory Group agree to assume that improved transportation infrastructure will generate more business for small businesses and that SDC is warranted to cover these improvement costs. It is important to implement the Innovation Quadrant TSDC Overlay before the economy picks up so that the City does not miss out on revenue.
- PAC members ask to clarify what constitutes a “trip” when analyzing potential development impacts on transportation system capacity. Response: SDCs will be charged according to all multi-modal trips.
- PAC members want to clarify that development in the North Macadam / South Waterfront area already pay two forms of SDC- an urban renewal overlay fee and the citywide fee. Would the Innovation Quadrant TSDC Overlay be applicable to this area? Response: No, they will *not* be charged the Innovation Quadrant TSDC.

Marianne made a motion to support the Innovation Quadrant TSDC Overlay and to provide a letter of support to City Council. Don seconded the motion. Six PAC members approved; two opposed (Roger and Doug); no abstentions. (Only eight PAC members were present for this vote).

*PAC member discussion of motion:* Roger wants to know if the PAC ought to have been considered a stakeholder in deciding the projects, and if the PAC ought to approve the projects when we were not involved earlier.

### **Crossing Enhancements**

Mark Lear of PBOT provided an update for the Crossing Enhancement projects that are being “fast-tracked”. The first project, at SW Capitol and Alfred, will be ready to go out for construction very shortly with a lot of help from ODOT who agreed to pay for many of the improvements. More information on the specifics of improvements will be shared at the Barbur Open House on March 16th. The second project at SE 122<sup>nd</sup> and Morrison will include a new Z-crossing treatment that may include a full traffic-light treatment at the library driveway due to high traffic volume there. The third project at SE 109<sup>th</sup> and SE Washington, while initially rejected from short list based on proximity to the existing

crosswalk, has a high volume of pedestrians and would benefit greatly from the relatively inexpensive safety improvements. Other areas considered to be fast-tracked for crossing enhancements include: 122<sup>nd</sup> and Holladay, NE MLK and Failing, SE Stark and 133<sup>rd</sup>-136<sup>th</sup>, and NE Halsey and 140<sup>th</sup>.

### **Sidewalk Infill on Arterials Status Update**

April provided an update on the Sidewalk Infill project which came from \$16 million committed from the Mayor's Office to build sidewalks in outer SE and SW. April and Dan Layden of PBOT will be presenting the community-approved sidewalk infill projects in SW at the April 18<sup>th</sup> SWNI meeting. The East Portland Neighborhood Office assisted with prioritizing sidewalk and crossing projects on the eastside, which is considered a part of the East Portland in Motion (EPIM) project that seeks to promote active transportation in outer east Portland. EPIM is a 5-year Implementation Strategy that identifies potential funding strategies, and will be presented to City Council in summer 2011.

*PAC Member Discussion:* Is EPIM working with the East-Metro Connections group? Is there a possibility of taking the great mapping and analysis done for East Portland and applying it to Southwest? When compiling data for both outer East and SW, would it be possible to record traffic speeds and traffic counts, when available?

### **Transportation & Growth Management (TGM) Grant Applications**

April reminded the PAC that there are two outstanding letters of support for TGM grant applications – One letter in support of PBOT and the four projects it has submitted, and one letter of support for Metro's one project. Deadline for letters of support is April 1<sup>st</sup>.

*PAC Member Discussion for Metro application:* Strong PAC member concerns about whether the Active Transportation proposal by Metro, for the prioritized projects that will come out of this plan, will be consistent with the RTP. PAC members strongly wish to include in their letter of support to Metro that the PAC wishes to be included in the process by which the Active Transportation Plan makes recommendations for RTP projects. Other possible additional edits to the Metro letter: replace "spine" with "principal transportation routes" to emphasize connections to be built along arterials and other streets, and not just trails. Don Baack wished that geographic transportation equity be considered in this planning process as it seems that, excluding Barbur, SW will be left out of this plan. Betsey seconded the lack of emphasis on equity, both geographic and socio-economic. PAC members would also like to strengthen the last sentence of the letter that states that the plan will "inform local TSPs".

*PAC Member Discussion for City application:* Although none of the proposed City projects are officially prioritized, PAC members wish to change the order of projects listed in the letter of support to convey a prioritization from the PAC. PAC members also wish to strengthen language about the SW Quad project to look at freeway crossings, bridges, ramps, and any other barriers.

**Meeting Adjourned at 9:14pm**