

**City of Portland  
Pedestrian Advisory Committee**

**Summary Meeting Notes  
Tuesday, April 19, 2011**

**Committee Members:**

David Aulwes\*  
Roger Averbeck\*  
Don Baack\*  
Carolyn Briggs\*  
Betsy Clapp\*  
Ali Corbin  
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:**

Sue Stall, subcommittee member on Portland Disability Commission  
Katja Dillman, Office of Mayor Sam Adams  
Cary Turkon, Commissioner Fritz Office  
Steve Szigethy, PBOT  
Irene Bowers, PDC  
Kathryn Krygier, Development+  
Jonathan Beaver, 2.ink Studios  
Melinda Graham, 2.ink Studios  
Stephanie Routh, Willamette Pedestrian Coalition

**King Gateway and Heritage Markers (LU 11-115003 DZ)**

Irene Bowers, Senior Project Manager at PDC, introduced project staff Kathryn Krygier of Property Development, and Jonathan Beaver and Melinda Graham of 2.ink Studios, and provided a very brief introduction and context to the King Gateway project. PDC acknowledged that the PAC was mistakenly left out of the earlier planning process.

Melinda Graham presented a condensed PowerPoint presentation tailored for PAC concerns to go over project history and details. Melinda explained that improving pedestrian crossings was brought up by citizens in the first technical advisory committee; however PBOT flagged a large area as a “no-crossing zone” due to visibility concerns within the “S”-curve as well as cars driving at high speed into the “mini” NE Grand Ave to the east of the plaza. April (PBOT) further explained that PBOT considers the crossings in and around the project area to be “closed crossings” due to pedestrian safety concerns.

The early series of public open houses involved design charrettes in which the community emphasized both hardscape and softscape environments, as well as a perceived needed barrier from auto-traffic in the “S”-curve. Green plantings on the inner diagonal curve were intentionally designed

to dissuade pedestrians from walking along there. For project staff, the design priority for the project was incorporating the neighborhood's history and culture through "story-telling" art and markers.

Primary PAC concerns for the project include:

- The designs have never included a pedestrian pathway on the inner diagonal of the design, despite evidence that the inner diagonal is currently heavily used by pedestrians. If pedestrians are using the space, then we need to provide a safe space for them to do so.
- Knowing that the current design of the Gateway plaza is fairly concrete and about to begin construction soon, there are still possible site reconfigurations that would allow for traffic calming along "mini" NE Grand Ave (such as bulb-outs) to improve crossing "mini" NE Grand Ave to access the plaza.
- Because the area lacks visible pedestrian paths and crossings, the design elements of the Gateway Plaza is an automobile-oriented gateway, conveying a sense that pedestrian mobility is not a priority in the neighborhood and thus that the neighborhood is not welcoming to pedestrians.

Additional PAC concerns for the project include:

- The supposed "No-Crossing Zone" surrounding the project area cannot be enforced, and thus what is the point of such designation?
- A state law requires pedestrian crossings at all intersections.
- As the project is designed, the eastern edge of Martin Luther King Jr. Blvd south of the project area is isolated, without any direct pedestrian connections.
- PBOT needs to reconsider its policies on curved-streets (if any), such as lowering traffic speeds, required signalizations or flashing beacons for pedestrian crossings, etc.
- Southbound transit stops are located across from the Gateway Plaza site (on NE Martin Luther King Jr. Blvd, between NE Hancock and SE San Rafael). Pedestrian connectivity to transit stops is critical to transit accessibility and needs to be addressed.
- What is the 'point' of the PAC if the City (namely PBOT) does not notify the PAC of projects and solicit input as an advisory body?

#### Actions:

Roger moved to write two letters (to the Directors and associated City Commissioners to both PBOT and PDC) to address PAC concerns about the planning process and not including pedestrian advocates in the early phases of project planning. Don seconded the motion. The motion passed unanimously.

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

- Marianne coordinated the PAC's letter in response to the proposed TSDC Overlay in the Innovation Quadrant (see March 2011 Meeting Notes). There will be a public hearing on the proposed overlay on July 13<sup>th</sup> 2011.
- As part of the Central City 2035 planning process (specifically the N/NE Quadrant Plan), the Rose Quarter and I-5 Planning Charrettes from April 11<sup>th</sup>-13<sup>th</sup>, 2011 were well attended. ODOT and the City of Portland collaborated on the event, and offered very few designs with new pedestrian improvements in the area. The PAC would like to see the N/NE Quadrant Plan as a future agenda item.
- ODOT will soon install a pedestrian-activated rapid-flashing beacon at the 4900 SW Barbur crossing. ODOT received warrants to construct either a pedestrian-activated traffic signal or a beacon with an island at the intersection of SW Luradel and Barbur which is an exciting and big deal as it is located at a transit stop heavily utilized by a low-income community.
- North Williams Traffic Safety Improvement Corridor project held a very successful open house last Saturday April 16<sup>th</sup> which included a brand new poster (thanks to PAC comments) that displayed possible pedestrian intersections and crossing treatments. The lead project design at ALTA will present corridor design alternatives at the May PAC meeting.
- Roger attended the SW Barbur Blvd High Crash Corridor Open House on April 13<sup>th</sup> 2011. A Safety Strategy will be developed before next winter to be presented to City Council next year. Additionally, there are two future Open Houses for other high-crash corridors: (1) SE 122<sup>nd</sup>

Ave on Sunday, May 1<sup>st</sup> at 1pm at the Midland Library and (2) SE Foster Rd on Wednesday May 4<sup>th</sup> from 7-8:30pm at the Lents Baptist Church.

- Betsy is on a PBOT subcommittee led by PBOT staffer Sarah Schooley and funded by the Healthy Communities by Design project which seeks to incorporate health and equity objectives into the upcoming City of Portland Transportation System Plan (TSP) update.
- The Downtown Neighborhood Association has arranged a walking tour of downtown with City officials from Portland Parks and Recreation and the Bureau of Transportation, which will highlight current and potential future sites for restrooms, benches, and other street improvements. The walk is scheduled for Tuesday April 26<sup>th</sup> at 5:30pm, starting at the SW 11<sup>th</sup> Ave entrance to Loaves and Fishes.
- The SE Holgate Safety Improvement Project is holding an Open house on May 11<sup>th</sup> at Lents Elementary School. The event will discuss a pedestrian crossing at either SE 100<sup>th</sup> Ave or SE 102<sup>nd</sup> Ave.
- The dates and locations for PBOT's Sunday Parkways have been announced. There will be 5 Sunday Parkways this year beginning Sunday on May 22<sup>nd</sup> 2011 in East Portland.
- A recent informal study at one crossing found that drivers are more likely to stop for pedestrians with a white cane (~90%) vs. pedestrians with an orange vest (50%) vs. regular pedestrians (40%).
- The Willamette Pedestrian Coalition is working on sidewalk safety and crossing education projects, including a volunteer training on May 3<sup>rd</sup> in SW. Look for WPC e-news.
- Stakeholder Advisory Committee for the MLK Jr. Blvd Gateway Project is next week on April 21<sup>st</sup> 2011.

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

No comments or edits were made to the March Meeting Notes via email. Marianne pointed out a confusing statement that needs revising on page 3. The PAC agreed to wait until the May 2011 PAC meeting to review and approve both March and April meeting notes.

### **No Break**

### **East Portland in Motion and Sidewalk Infill on Arterials Status Update**

#### *East Portland*

Steve Szigethy from PBOT presented an update on East Portland In Motion (EPIM), a 5-year implementation strategy that pulls together and prioritizes pedestrian-related projects from policy documents and recent projects such as the East Portland Action Plan and the SE 122<sup>nd</sup> Ave Pilot Project.

EPIM consists of three types of projects: sidewalk infill, bicycle improvements (neighborhood greenways) and crossing improvements:

1. Bicycle improvements include neighborhood greenways identified in the Bicycle Plan for 2030, which incorporates crossing improvements, bioswale installation, and other improvements to create a low-traffic environment.
2. Sidewalk infill projects will be focused on arterials owned by PBOT (ie. not SE Powell Blvd or other ODOT-owned facilities).
  - a. "Type 1" projects are projects with existing curb infrastructure but missing substantial sections of sidewalks, or with substandard-width sidewalks. These are relatively cheap to build.
  - b. "Type 2" sidewalks identified by this project are more expensive and are lacking substantial infrastructure and/or may be only gravel or dirt.
3. Crossing improvements focus on providing transit access, and include (1) where neighborhood greenways cross major streets and (2) stretches of street segment without a pedestrian crossing for more than ¼ mile. PBOT is collaborating with PSU to develop a specialized pedestrian network analysis which utilizes travel time as the primary measure and will assign weights to segments of sidewalk.

Demographic and socio-economic analysis will also be completed using the latest 2010 Census data. Also included with the various analyses is a community survey to help prioritize projects and areas of focus. Analysis will hopefully be completed in June/July 2011, and then public review of the recommendations would be solicited in the summer of 2011. A report will be submitted to City Council for adoption.

April clarified the funding sources for pedestrian crossing improvements: HB 2001 will provide limited money for pedestrian safety (that fund is mostly for sidewalk infill plus \$1 million for neighborhood greenways) and Regional Flexible Funds which will be applied for later this year. April will recommend crossings on Division and SE 122<sup>nd</sup> plus SE Division Street from I-205 to SE 145<sup>th</sup> for Flex Funds. SE 122<sup>nd</sup> received ODOT Flex Funds for improvements and also had additional funding from PDC. April is looking for additional project candidates to recommend for Regional Flex Funds (see agenda item below). It is possible that due to limited resources there could be a Phase 1 interim treatment in which right-of-way is purchased to ensure that widths required for full-standard sidewalk improvements are in place to ensure that full improvements will be built when redevelopment occurs.

### *Southwest Portland*

Southwest Portland will also be receiving funds for sidewalk infill. Similarly (yet using very different criteria), SW infill projects are prioritized by Tier 1 and Tier 2: Tier 1 projects are the historic high-priority projects, and Tier 2 projects stem from a thoughtful community engagement and analysis process. For the most part, Tier 2 projects do not currently include any curb treatments. Both Tier 1 and Tier 2 projects need significant improvements that are usually costly. Stormwater management is the most expensive aspect to constructing curbs and sidewalks, and it's difficult to find cost-effective alternatives.

PBOT will survey the community further, look at more concrete project costs and creative solutions for alternatives. PBOT hopes to have an Open House in May/June 2011 as well as presenting to SWNI possible project alternatives and a recommendation on how to allocate the funds. April would love to hear more PAC input on SW project candidate priorities.

### **Metro Regional Flexible Funds Update**

The City of Portland will hold a May / June public hearing in which the City will take comment on the project candidates to be submitted to Metro for Regional Flexible Funds. Ideally the City of Portland will have a finalized list of candidate projects to submit to Metro by July 2011.

Potential project candidates (in addition to East Portland and SW Portland projects mentioned above) include:

1. SE Foster Road (focusing on the SE Foster Rd Streetscape Plan).
2. Design work on the Sullivan's Gulch Trail.
3. A bike-share program.
4. A SW project, likely a segment of the Red Electric Trail. Portland Parks and Recreation has also recommended this project.

PAC requests a matrix of all possible project candidates for the RFF application, and how they serve various evaluation criteria (mainly the Metro criteria and the PBOT Budget Advisory Committee criteria, and potentially the "Healthy Communities by Design" criteria).

**Meeting adjourned at 9:06pm**