

**City of Portland**  
**Pedestrian Advisory Committee**  
**Tuesday, June 21, 2011**

**Revised Draft Notes**

**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:**

Jennifer Koozer, TriMet  
Art Pearce, Portland Bureau of Transportation  
Sue Stall, subcommittee member on Portland Disability Commission  
Carry Watters, Office of Commissioner Fritz

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

- The Safety Subcommittee meeting was rescheduled to meet just prior to the July PAC meeting to discuss vegetation in the right-of-way. Two PBOT staff members from the Maintenance Department will attend.
- Effective June 15<sup>th</sup> the new multi-use path on the Morrison Bridge was closed due to a Multnomah County project to replace the bridge deck. The path will be closed for approximately 4 months. The very narrow north-side *sidewalk* will remain open throughout the project. Funneling all pedestrian traffic to the north-side *sidewalk* is problematic because it requires users to use narrow steps, travel under the bridge, which is not well maintained, and sometimes dash across lanes of traffic to get to the more user-friendly access points. *Bicyclists are directed to use either the Hawthorne or Burnside bridges.*
- The Downtown Neighborhood Association has rescheduled its scouting expedition to find new sites for public restrooms for 5:30pm next Tuesday June 28<sup>th</sup>, meeting at Loaves and Fishes (11<sup>th</sup> Ave entrance).
- The Galleria may be getting a Target store. The project is currently seeking a "Design Advice Request" from the Bureau of Development Services for their proposal. As part of this proposal, two window displays along SW Alder will be replaced with loading docks. These docks are located directly across from a large food-cart pod. Daniel is soliciting involvement from PAC members to help mitigate the impact of this potential project. He will provide any additional information via email.
  - The proposal will be presented at the Historic Landmarks Commission meeting on Monday June 27<sup>th</sup>, 1:30pm

- Loading docks could be located along SW 9<sup>th</sup>, although there are some issues with the truck turning radius in that location.
- Tikis in the sidewalk were approved in the Pearl District (12<sup>th</sup> and Glisan) much to Doug's dismay.
- A subgroup associated with the Village Building Convergence applied for and was approved to place planter boxes on the sidewalk leading to the crosswalks located at 41<sup>st</sup> and Division. The planter boxes were never built, but the process brings up the need for standards for sidewalk obstructions near curbs with bus stops as well as at T-intersection crosswalks.

### **Portland-Milwaukie Light Rail Project 60% Design Check-in**

TriMet Staff Jennifer Koozer and PBOT Staff Art Pearce presented an overview of the project designs for the Portland-Milwaukie Light Rail Project. Currently TriMet is estimating the cost of the 60% design plan. Construction for the new transit bridge begins July 1, 2011, with a ground-breaking ceremony on June 30<sup>th</sup>. In May 2011 there was a joint subcommittee of PAC and BAC members to help with design details. The project team is currently seeking input, as there is a lot of opportunity for improvement.

Art presented the planned design for the eastside bridgehead, focusing on the multiuse path (with pedestrian and bikes grades separated slightly) along with signalized, curbed intersections for bridge users to turn onto the newly aligned SE Water Avenue. Staff drew our attention to the "bus in the middle" design, light rail on either side of buses; and the slightly grade-separated bike/pedestrian paths. The design for the area of the former SE Water Avenue next to OMSI is still to be determined, but will likely include a plaza-like environment as well as a streetcar stop. The design along SE Caruthers will be heavily focused on bicycle and pedestrian infrastructure. There are several issues still to be worked out at certain intersections along Caruthers near the bridgehead for buses, pedestrians, and bicyclists, as well as several complicated intersections coming off Caruthers and headed south over Powell Boulevard, because heavy rail, commercial trucks, light rail, transit, and the multiuse path will all be utilizing the same space.

#### **PAC Member Comments:**

- PAC members had several concerns and ideas on how to design intersections in inner SE (Caruthers/Water/8<sup>th</sup>/Division, in particular), sophisticated signaling so that with both light and heavy rail passing through and dominating signals, should there be traffic blocking the multiuse path and/or intersections, the signals will be temporarily scrambled to stop all traffic at the intersection so that multi-use users can enter and cross the intersection.
- Sidewalk preservation along McLaughlin is another major concern of PAC members.
- Perhaps there are ways to include aesthetics to differentiate between bicycle and pedestrian areas along the multiuse path, to accommodate these users' distinct speed differences.

### **Outer Powell Blvd Conceptual Design Plan**

PBOT staff April Bertelsen presented an overview of the Outer Powell project and the draft recommended plan and implementation strategy. Staff (John Gillam) is seeking a letter of support from the PAC. The recommendation includes both near-term and long-term implementation strategies that take into account a newly updated growth model which projects slower growth than anticipated. The plan outlines "triggers" by which implementation shifts from near-term strategies to the long-term strategies, and further refinement planning. April also presented possible far-long-term options including jurisdictional transfer and possible on-street parking; a High Capacity Transit (HCT) corridor; and if growth spikes, then up to 5 lanes.

#### **PAC Member Questions/Concerns:**

- PAC members are curious about how the HCT Plan correlates with this planning project. Staff answer: The Outer Powell corridor will be the second HCT corridor looked at by Metro after the SW Corridor; however, this planning process may take a few years still. If the Metro HCT corridor study suggests HCT along Powell, then the Outer Powell Blvd Conceptual Design Plan will need to be readdressed. The recommendation does include a preservation of ROW in which HCT would be accommodated.

- Is there a way to plant trees now in the preservation and/or preserve the mature Douglas Firs?
- Once the plan is adopted, any new development applications in the area would be required to preserve the amount of right-of-way. Perhaps temporary development would be allowed but no major permanent structures. How would dedication take place after the preservation, and would eminent domain be used? April clarified that even with the 3-lane cross-section, additional ROW will likely need to be acquired.
- Rod wanted to clarify the land-use component, and whether BPS had a role in discussing zoning to help achieve the “main street” character he’s heard discussed in this process. April clarified that there was an urban design component completed at the beginning of this project by BPS staff, to help address some of the concerns.
- Does the concept plan identify locations or set crossing widths for the future development along SE Powell? No, crossings and median locations as displayed in project materials are still conceptual, lacking such detail.
- The criteria for short-term improvements include connections to transit access, but why don’t the criteria offer explicit support for 20-minute neighborhoods? April/PBOT thinks that the criteria do support the 20-minute neighborhood concept; however, some PAC members would appreciate more explicit language.
- What kinds of market analysis have been done to look at commercial nodes along the corridor? There was no market analysis completed for this plan; this plan focused on the transportation and street system.

### **Review and Approval of March, April and May Meeting Notes**

In the future, final approved meeting notes will be posted on the PAC website only. Staff will make a small handful of draft copies available at PAC meetings.

### Action

Doug made a motion to approve the meeting notes for the months of March, April, and May 2011. Elizabeth and Carolyn second the motion. The motion passed unanimously.

**Meeting adjourned at 9:04pm**