

**City of Portland**  
**Pedestrian Advisory Committee**  
**Tuesday, July 19, 2011**

**Meeting Notes**

**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:**

Katja Dillman, Office of Mayor Adams  
Sue Stall, subcommittee member on Portland Disability Commission  
Carry Watters, Office of Commissioner Fritz  
Mauricio Leclerc, PBOT  
Todd Juhasz, ODOT  
Mark, Guest  
Steve Durant, Alta  
Dan Layden, PBOT

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

- One block of SW Ankeny in downtown is now closed to car traffic. Currently, new bike racks are blocking cars from entering, however some members from the Downtown sidewalk management meeting think the bike racks might not be enough. Thursday July 21<sup>st</sup> is the grand opening celebration for this closure.
- The Hillsdale Neighborhood Association and the Hillsdale Business and Professional Association got a special exemption so that A-board signs are not permitted anywhere in the Hillsdale town center, although there may be an exception for real estate signs..
- Roger Averbeck is now the chair of the SW Neighborhood Inc (SWNI) Transportation Committee; Marianne Fitzgerald was the former chair, and she is now President of SWNI.
- The MLK Viaduct Project will come to a happy end in the next few months. The issue arose that there is no anti-graffiti protectant to keep the property from being damaged by graffiti which is a problem in the area. Rod is working with a group on the project to consider the alternatives to preventing graffiti damage on the property.
- PBOT installed a new pedestrian crossing at SW 41<sup>st</sup> and Beaverton-Hillsdale Highway.
- Don witnessed yet another rear-end vehicle crash in the SW 4900 block of Barbur Blvd, a pedestrian crossing slated to have rapid flashing beacons installed by ODOT this summer.

**Review and Approval of June Meeting Notes**

- Rod moved to adopt the June 2011 meeting notes; Marianne seconded the motion. All but one voted to approve the meeting notes. One abstention (Marianne Fitzgerald). The June 2011 meeting notes were approved.

**N/NE Quadrant and I-5 Broadway/Weidler Plans -- Freeway Interchange Concepts** – Mauricio Leclerc, PBOT Transportation Planner, and Todd Juhasz, briefed the PAC on the early freeway/interchange concepts under consideration, seeking to gather PAC feedback prior to narrowing the options.

The quadrant plans are part of a larger framework study of the Central City leading up to a 30-year long-term vision and plan. The project stakeholder group includes 30 members from neighborhood, business, interest groups, etc. By July, the project team will need to decide how to move forward with the I-5 freeway interchange alternatives. PBOT and ODOT are not seeking formal support, but are seeking general feedback on the six alternatives thus far (including a no-build option).

PAC Member concerns:

- How does this project interface with the CRC project? ODOT staff confirmed that this project is not connected with the CRC, and that while the traffic projections used are similar, the two projects remain separate.
- Is this project in the RTP? Yes, this project is in the Financially Constrained (FC) RTP.
- Wouldn't consolidated access points to the freeway make the streets with access points extremely wide? Yes. There would be land use trade-offs with the wider streets containing more traffic lanes. While these are unpopular options, technical engineers are still further investigating these options.
- How does scoring the alternatives work? The private firm, Alta, provided input and criteria for the bicycle / pedestrian connections, and other consultants provided expertise in other fields. Criteria were developed and the alternatives were weighted against the "No Build" scenario.
  - Are any of the criteria more weighted than others? No, not yet.
  - What does "improve freeway edge conditions" mean? The freeway's ability to provide a barrier, or 'how pleasant is the pedestrian/bike/local traffic experience in that environment?'
- What are the next steps? July 28<sup>th</sup> Stakeholder Advisory Committee will meet and go over the alternatives to decide which to advance and which not to advance. The next time staff is back to PAC, they'll have a more narrow set of alternatives with greater detail. The final decision is expected to be made sometime in December.
- Was the modeling used in the analysis automobile traffic only? Yes, there is no good bicycle modeling available and so the modeling considered only auto traffic.

**NE 12<sup>th</sup> Ave Overcrossing of I-84 Bikeway Project** – Dan Layden, PBOT Project Management, presented the proposed plan for the NE 12<sup>th</sup> Ave Overcrossing. Bike projects in the Lloyd District, Rose Quarter, and inner NE Portland have been on-going for the last year, including this one. The 12<sup>th</sup> Ave bridge crosses I-84 directly south of the Lloyd District and connects NE Irving Street with NE Multnomah Street. There are four 10-foot lanes on the bridge with no bike facilities. This is a major southbound connection for vehicles because there is an I-84 connection, and is also a central entry point for the Central Eastside Industrial District.

The improvements primarily include traffic signal improvements where the three signals "talk to each other" better, which will increase capacity in the area and prevent northbound traffic from queuing on the bridge itself. The City is testing the proposed signal improvements on only one northbound lane.

Currently there are two options for bicycle-related improvements: Two 5-ft bike lanes with the three travel lanes; or larger eastside bike lane plus sidewalk and a shared bicycle-pedestrian path on the west side. The narrower option that preserves sidewalks and bike lanes on each side presents problems for freight turning radii.

PAC Member concerns:

- Ensure there are ADA ramps on the intersections
- Potential conflict with bicycle connection southbound through the intersection, particularly if there is a proposed new bus stop in front of the car dealership?
- Will there be any additional improvements to the bridge aside from what is proposed for bicycle and pedestrian facilities? No.
- There is no existing crosswalk at the north part of the Irving Street intersection. There is no time in the signalization of that intersection when there is no traffic moving through that crosswalk due to the nature of auto traffic moving onto Irving and bound for I-84.
- For timid westbound cyclists on Irving, there is no opportunity to get onto the shared path on the west side of the bridge. However nothing stops the cyclists from getting onto the sidewalk on the east side.
- Concerns with vehicles and bicycles moving northbound to merge into the appropriate lanes. PBOT clarified that is why the eastern bicycle lane was dropped so early, so that bikes have more space to merge into the left-turn lane.
- In general, PAC members support the improvements.

**Columbia River Crossing (CRC) Multi-Use Path Alignment** – April Bertelsen presented the proposed eastside path alignment recommended by PBOT staff. In general, there are two alignment options being considered at the moment for multi-use paths leading to the CRC bridge: The first option presents a westside connection only. The second option would include a new eastside multi-use path in addition to the westside connection on the local bridge. The new eastside connection would allow for bicycle and pedestrian connections on both sides of the bridges and would increase connectivity. An eastside connection would also help separate local and regional functions for bicycle and pedestrian users. The eastside connection would be a hanging path below the freeway ramp, where as the westside connection would be a local sidewalk and bicycle facility next to the proposed light-rail facilities along the bridge. A westside connection would potentially create mode conflicts next to the light-rail station at Hayden Island; however path traffic will also activate the space, which is a concern for a raised station next to a freeway. Because the Pedestrian and Bicycle Advisory Committee (PBAC) for the CRC has not been meeting, PBOT staff are seeking out the Pedestrian Advisory Committee and Bike Advisory Committee for input.

#### PAC Member Concerns & Comments

- Remember that these multi-use paths are potentially two-way traffic, so the proposed 16-foot-wide paths may not be wide enough. Also, with the proposed gradient changes there could be conflicts with pedestrians due to bicycle speeds. Concerns for path width and markings will be brought to the PBAC, who have previously recommended wider paths.
- Providing materials such as cross sections and elevations would be helpful for several PAC members
- There are some PAC member concerns about the path being located in a cell under the northbound bridge from Hayden Island to Vancouver, WA.
- Personal security and safety concerns such as lighting, call boxes, noise concerns
- In general, the PAC seems supportive of further pursuing the eastside path connection

**SW 46<sup>th</sup> Ave Right-of-way Vacation Request** – PAC Member Doug Klotz proposed the PAC send a letter to City Council opposing this ROW Vacation request, similar to the letter sent to the Planning Commission.

#### PAC Member Comments:

- This is indicative of larger issues where the City is giving away public right-of-way and ignoring their own standards
- The easement would require the applicant (the Church) to provide **PEDESTRIAN CONNECTION** improvements at the time they make the improvements to their building. In the meantime, the Church is not required to build anything. Hypothetically this could remain vacant for years.
- The church won't necessarily be around in 20 years; however if rights of way are given up, that is permanent.

- April brought up an additional piece of policy not referenced in the report: the SW Master Street Plan does not indicate a connection at SW 46<sup>th</sup> (but SW California was targeted instead).
- The East-West connection was not further looked at (as mentioned in PSC) because (1) the **EXISTING** building footprint of the Church will be so large that **APPLICANT CLAIMED** only a driveway will squeeze by and (2) the road behind the church is actually a privately owned driveway and so it did not make sense to encourage a connection to a private driveway. **To this, Doug commented that it might be required to be made public in a future land-use case.**
- SW 45th and Vermont is currently a commercial hub and node that jives perfectly with the Portland Plan's Healthy Connected Neighborhood Strategy. It does not make sense to wreck the connectivity in an area that may see future development and enhancement of this commercial node.
- PAC members wish to move forward with submitting a letter to City Council.

#### PAC Member Action

Don made a motion that the PAC send a letter to City Council based on what was discussed at the PAC meeting and on Doug's initial letter, adding language on the SW Master Street Plan policies and the site's potential to be a future commercial node. Roger seconded the motion. All but one PAC member voted in favor. Marianne abstained. Motion approved.

**PAC Annual Walking Tour** – The PAC takes a walking tour in August or September instead of meeting. Roger suggested a field trip / walking tour of the Barbur Blvd Streetscape Demonstration Area (a current project candidate for 2014 – 2015 Regional Flex Funds). PAC members agreed to continue the discussion on when and where to have the walking tour via email.

**Meeting adjourned at 9:10pm**