

City of Portland
Pedestrian Advisory Committee
Tuesday, September 20, 2011
Revised Draft 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:

Tom Miller, Director, PBOT
Mauricio Leclerc, PBOT
Katja Dillman, Office of Mayor Adams
Adam Kriss, Portland Commission on Disabilities

Hot Topics, Points of Interest, Successes

- Roger attended the Trimet Safety and Education Committee. The committee has met three times since it was formed in light of the deadly bus-pedestrian collision death last winter. Officially, Roger represents the WPC; however he disclosed to the committee that he is on the PAC as well. They meet every two months, so next meeting will be Nov 9th at 3pm at the Trimet offices at 4012 SE 17th Ave in Portland.
- There is a public open house Tuesday September 27th from 5:30 – 7:30 pm on a technical amendment to the Transportation System Plan. Kate is working on the project and will be staffing that event, and can also provide PAC members with materials about proposed changes to the TSP.
- N Williams Safety Improvement Project still moving forward although the City stepped back after hearing serious concerns from the residents in the neighborhood about gentrification issues. Rebecca attended a walking tour last month with the PBOT project manager and the consultant. PBOT is working to take a more engaged approach to including residents. Rebecca reported that residents seem appreciative and happy to be engaged, but there is still much work to be done.
- There will be an open house for the CRC's final environmental impact statement on October 12th. Rod reports that the latest draft includes a change to the pedestrian space underneath the main bridge. The 24-26' pedestrian path has been reduced to 16-20'. The project is also disbanding its PBAC as it pushes for a 2012 start date. CRC staff are working to consolidate the mode-specific committees and create a new committee of 30 members of the public (15 from WA and 15 from OR). Former committee members need to reapply to be considered for the new committee. Rod will apply, and any other PAC members are welcome to apply.

Review and Approval of July Meeting Notes

Rod made a motion to approve the July and the August notes. Roger seconded the motion.

Discussion: Doug would like the August meeting notes to specify that the street dedication that is the subject of the approved letter is located at SE 33rd and Woodward. With this addition, the July and August

meeting notes were approved unanimously. Don suggested that, when the meeting notes refer to a letter that is being written or edited on behalf of the PAC, the letter be attached to the relevant notes.

Meet PBOT Director Tom Miller

April introduced PBOT Director Tom Miller at his first PAC meeting since becoming Director in early 2011. Tom's transportation vision for the City is of choice and multi-modalism. Tom emphasized that everyone is a pedestrian every day, and that traveling by foot is the least profiled mode under the least scrutiny. Tom also highlighted the legislative and project successes that result from citizen advocates such as PAC members. Tom's fun fact: Right of way takes up 1/3 of the City's physical footprint.

PAC Member interests and concerns shared with Tom:

- Accessibility issues such as curb cuts and the coloring of ramps are often lost in planning processes.
- Reducing freight traffic through residential streets in St Johns project.
- More car-free blocks downtown like SW Ankeny and preserving the pedestrian environment downtown in general.
- Car share programs are needed in East Portland, and generally East Portland operates differently from the rest of Portland.
- PBOT has responsibility for management of vegetation in the right of way while it can also empower citizens to take care of vegetation; need extended shoulders over full sidewalks along arterials, and BES needs to be involved in the discussions; the millions of dollars recently acquired from the gas tax increase to fund sidewalks is less than 5% of the needs along arterials; we need to push for more funding sources.
- BES has taken over of the right-of-way (even on commercial streets and arterials) with federal mandates to build non-walkable stormwater facilities where sidewalks should be; PBOT staff feel pressure to not make requirements that would benefit pedestrians to avoid conflict with potential developers calling the Director/Mayors Office/etc; concern about encroachments, and not enforcing or not revoking the revocable permits.
- Re-defining Level of Service to include bicycle and pedestrians, and focusing resources on this policy issue.
- Several arterials and collectors are missing sidewalks and are unsafe; City needs to ensure that when the economy picks up, development and the private sector will build for multi-modalism; Consider alternative pedestrian facilities, especially on residential collectors where there isn't funding as there is on arterials and where not everyone wants to see sidewalks on the collectors due to concerns over landscaping and on-street parking in public ROW.
- Pedestrian environment isn't just a place to move through, but also is a place to be; consider "place making" in the right of way in the larger concept of 20-minute neighborhoods.

Unfortunately time ran out before Tom could address all the issues and concerns proposed by PAC members. Tom is invited back to the PAC in a future meeting to discuss all members' ideas and concerns. Tom replied that he is happy to come back.

Pearl District Access and Circulation Plan

Mauricio presented the latest access and circulation plan for the Pearl District which will identify a long-term vision for transportation in the District, accommodate projected growth, establish street standards, and improve the pedestrian environment, including safety and crossing improvements. The plan will also include cross sections for Pearl District streets, the Pettygrove Green Street, and proposed changes to the TSP for pedestrian environments.

PAC member concerns and suggestions:

- Add signage to post the timing of signals as well as the new speed limits on Glisan and Everett.
- Where is the \$\$ coming from to do this project and why is it a priority? Staff is already looking for funds to make the improvements. The area is also a pedestrian district in the Central City and we have high standards to maintain these areas as they continue to develop and experience growing pains. The Plan also coincides with the update of the Central City 2035 planning process.
- At the proposed new crosswalks along the North Park Blocks, why are the crosswalks pushed to the edges of the blocks when in other areas there are mid-block crossings? The park design at the specific locations has pedestrian pathways toward the edges of the park that make sense for having crosswalks at the ends of blocks instead of mid-block.

- In response to a proposed cross-section at NW 15th, there were PAC member concerns that there may not be enough money to build an entire sidewalk but perhaps there could be a flat and level pedestrian facility that is buffered by parked cars. Would there be special paint and/or markings to delineate where cars go and where pedestrians go?
- What is the project budget for this plan? Approximately \$200,000.
- With I-405 through the study area, are there any on- or off-ramps that are a concern? ODOT facilities are not being included in this planning process. Including on- and off-ramps would require a much larger conversation.
- There need to be improvements to the crossing signal timing whenever there are lane additions or even additions of cycle tracks. From the perspective of the disabilities community, there needs to be more consideration with signal timing including visual and audible signals as well as pedestrian refuges.
- Is there anything the project team needs from the PAC? Nothing formal, just feedback on any items presented tonight before the plan is developed. Also, the PAC rep on the Plan's committee is no longer on the PAC, so any current PAC members are encouraged to participate (Rebecca volunteered to be the PAC representative)
- Marian would like Mauricio's email so that future comments and questions can be forwarded.

Recent and newly proposed PAC letters

The Encroachment Policy letter is not yet ready to be presented to the full PAC. The subcommittee will finalize the letter to bring to the PAC in the future. In the meantime, Development Review at PBOT will implement an interim policy and April will forward concerns to PBOT Development Review staff about the interim encroachment policies, and PAC members need to further discuss concerns.

Grant Funding update

For an update to the Regional Flexible Fund process, April explained that three projects were chosen to be funded (Foster Rd Streetscape Enhancements, East Portland Active Transportation to Transit, and Bike Share project) and that the projects not chosen had language within the City Council resolution that states that additional funding sources are being sought. These projects include SW Barbur Blvd. and the Sullivan's Gulch Trail projects.

As for the State Flexible Funds, both Barbur and Sullivan's Gulch are being considered for recommendation. The Barbur project is a safety and crossing improvements project between SW 19th and 26th, and the Sullivan's Gulch project includes design and construction for a segment between NE 70th and 82nd. An East Portland project is being considered including a bike and ride facility at the Gateway Center as well as transit access and stop improvements at SE Division and 122nd. Portland Parks and Recreation are recommending a couple of projects, including a trail and step connection from the Springwater Trail connecting to SE MLK Jr. Blvd / McLoughlin Blvd near the future Tacoma Max Station on the PMLRT line, and the design work for the Wildwood Trail Bridge over West Burnside Ave.

Any additional projects to be considered for State flexible funds need to be submitted by October 1, 2011 as the state application is due October 20th, 2011.

PAC Concerns:

- The money would be available in approximately one year
- The next steps will be recommendations made next month, for which a letter will likely be needed from the PAC.
- April will send out an email with the list of projects and short descriptions so that PAC members can share opinions, as the PAC does not have enough information or time to discuss the projects tonight.
- Roger stated that the Metro open comment period is currently underway for the City's recommended projects to the regional flexible funds.

Meeting Adjourned at 9:01pm