

**City of Portland**  
**Pedestrian Advisory Committee**  
**Tuesday, January 17, 2012**  
**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\* (vice chair)  
Rod Merrick\*  
Elizabeth Mros-O'Hara  
Ellison Pearson  
Marian Rhys\*  
David Sale  
Rich Staley  
Darla Sturdy\*

*\*Indicates a committee member in attendance*

**Bureau of Transportation Staff**

April Bertelsen, Pedestrian Coordinator  
Chloe Ritter, Staff Assistant

**Guests:**

Mary Vogel

Meeting called to order 7:12pm

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

- Marian is joining the North Portland Greenway project advisory committee – preliminary design phase will be getting started soon.
- Tomorrow night, there is a Columbia Blvd/North Portland Road committee meeting (the open house had lots of comments about pedestrians – it's primarily a freight project, but has shared interests)
- Waverly Subdivision at SE 51<sup>st</sup> submitted a subdivision application; PAC needs to send in comments to Shawn Williams at BDS.
- Hedge got trimmed on Stark, improving the walking area.
- New Seasons planned for N Williams submitted a "pre-application" today – what did the city request for pedestrians? How much opportunity is there to make changes after this pre-application? (April – there are still opportunities for details, less for overall layout)
- A pedestrian bridge is to be completed in April - ODOT is building it over Barbur/Whitaker.
- Trails group got funds for Red Electric Trail brochures; Parks is acquiring lots east of Hillsdale, but not making as much progress west; there is intent to negotiate with ODOT on the Slavin Rd segment (part of the approved plan and also in the Bike Master Plan)
- Marianne (also part of the Budget Committee) –
  - Funding trends show lots of sidewalk funds recently, but for the next several years, more goes to debt financing on PMLRT, Sellwood Bridge;

- Q: What is the process of the Budget Committee? A: PBOT sends budget to the City for approval; April sent out a packet describing PBOT's recommended budget cuts in December, those cuts haven't changed;
- A Budget Committee (?) letter recommends new revenue sources and convening a committee by October to discuss funding options (e.g. street maintenance fee)
- Roger and Marianne went to the Moody project meeting
  - Roger suggested to Tom Miller that citizen committees should get representatives from the city standing committees (BAC, PAC, etc)
- Thursday – there is a PMLRT CAC meeting – Erin will let us know what's going on
- There is a Pearl Access plan SAC meeting this month; last month they discussed improving Couch/ I-405 intersection, adding lighting; any other suggestions?
- PSU Planning club is hosting a Mayor's Transportation Forum, Feb 6 – Lincoln Hall on PSU, 7pm (doors open 6:15); about 10 "formal" questions were generated by local non-profits
- From the N Williams SAC meeting: the new New Seasons will likely to have a big impact on traffic patterns; there is some contention on how well New Seasons carried out their Hawthorne Store pedestrian obligations; Can we send letter to neighborhood associations or to New Seasons direct, instead of through administrative channels? New Seasons amenities often take up sidewalk space
- Rod met with Tom Miller/BOM/Asset Management to discuss sidewalk maintenance – PAC can make recommendations and discuss PBOT's proposals; Rod's outline – the current weakness is reporting, maybe because property owners are responsible for sidewalk maintenance; the budget shouldn't impact that – the cost is in streamlining current tracking/reporting system.
  - April said the budget impact is that there will be less systematic inspections, more complaint-driven; also the program for ADA curb ramps may be cut from \$3m to \$1m
  - Per the budget – PBOT will continue to meet ADA obligations, but is not sure where funds will come from
  - Sidewalk maintenance hasn't really been inspected in recent years – PBOT staff follows up on complaints? – budget cuts reduces the ability to respond to complaints
  - Maybe need a future agenda item or brainstorm session for ideas about streamlining the reporting/response system – potential for February or March
  - Q: Tom Miller said there will be an outside study of PBOT's efficiency – can this include sidewalk maintenance? A: This is why Tom is meeting with committees
  - The outside study is trying to incorporate PAC/BAC/other agendas – why Tom is meeting w committees

### **Review and Approval of November, December Meeting Notes**

November meeting notes will be reviewed in February; December meeting notes still to be distributed, and they will also be reviewed for the February meeting.

**N/NE Quadrant & I-5 Freeway Broadway/Weidler Interchange Concepts** – PAC members and staff discussed the project in preparation for the project Stakeholder Advisory Committee meeting on January 19.

The SAC meeting is on Thurs – Doug will attend (Phil Selinger is an ongoing SAC representative for pedestrians, and he met with ODOT and PDOT today).

Project options are being narrowed down from what was shown several months ago (with more detail work to be done); project staff are seeking concurrence on basic elements, including a rebuild of Broadway/Weidler structures, allowing auxiliary lane and breakdown shoulder and building a "cap" on top. There may be minor changes to on- and off-ramps: closing Wheeler (diverted to Broadway/Williams) and the NB ramp at Broadway; and there may be a Clackamas pedestrian bridge.

*PAC Member Comments/Questions:*

- The on-ramps at Broadway/Weidler are bad for pedestrians; how to improve this?
- Are there options of closing other ramps?
- A problem with the off-ramp onto Weidler is the double right turn – cars don't have to stop?
- The Williams one-block median (an "English design") is inconvenient for pedestrians and is unclear for cars and pedestrians (lots of people are unfamiliar with the area, e.g. basketball game attendees); it makes Vancouver better, but is a tradeoff at Williams.
- The intersections need to be really well signalized; corners need to be really square to slow cars down; need to make sure there are four crosswalks (no leg closed to walkers)
- Because this is not a freight district, the city could have trucks take both lanes for big turns.
- Another option is to close Vancouver and send traffic onto Flint
- April: ODOT wants to know, what are "deal-killers"?
  - Intersections signalized for pedestrians, crosswalks on all legs, and narrow/tight corners;
- The project needs to mitigate bike/pedestrian conflicts.
- It needs to be aware of "understandability" – one block of "English" design is not clear.
- Question: do we want to encourage/support widening the freeway at all? We understand that the freeway backs up at times (e.g. games), but in the long term this is a good idea?
  - Probably there's no traction with ODOT on this, but citizens should be aware of this idea. Can our testimony go on record for future discussions?
  - In the "big picture", we should be talking about tolling (e.g. the CRC) – then maybe more lanes aren't needed? Also, what is the long-term prognosis for the Marquam?
  - Rod maybe will write up some of his "big picture" thoughts
- Another ODOT interest: "braiding" the ramps of I-84/I-5 to reduce crashes – it would go over Wheeler and the Rose Quarter Transit area (bus stop area); TriMet and citizens are interested in redoing the Rose Quarter, but not in having freeway over top?
  - The primary purpose – solve a high-crash area.
  - Braiding pushes the ramp out further over river – this option is contested.

**Grant Application Update** – April Bertelsen provided a brief update on the status of PBOT submittals for Metro Regional Flexible Funds, ODOT Flex Funds and next steps.

East Portland Access to Transit Part 2, Gateway Bike Parking (supplement to Regional flex funds), and the streetcar loop were recommended. The Barbur demonstration project is on the alternate list. April emailed ODOT to ask about next steps and is waiting for a reply.

There will be a public hearing either Feb 15 or March 21 at the Oregon Transportation Commission. Will the PAC want to write a letter to OTC expressing support for projects?

BES is working with ODOT to spend money (from a lawsuit) at 26<sup>th</sup> Way between I-5 and Barbur; they may do big pipe improvements under Barbur, this may be an opportunity to build curbs.

ODOT may want to also do something with local funds at the off-ramp near the pancake house (on Barbur).

*PAC Member Comments/Questions:*

- Bike-share was prioritized over the Barbur crossing in the Regional Flex Fund process.
- Reminder: what was prioritized for State flex funds? Barbur, Cully, East Portland and a few others
- Roger requested ODOT documents (from Roger Sherman) – grant applications, criteria, etc; he hasn't received a response yet; Roger does have the transmittal letter for PBOTs grant applications (7 projects)
  - April will provide PBOT's grant applications, but Roger would like information on the prioritization process.

- For example, why did marketing for the streetcar take priority over Barbur? WPC, BTA, and neighborhoods all supported Barbur – is there an opportunity for PAC to write another letter to ODOT to encourage reconsideration of priorities?

**Motion** by Roger to send a letter asking for further consideration of Barbur pedestrian crossings;  
**Seconded** by Don

- Discussion: Rod said 3-4 pedestrian/bike groups have been pushing for improvements but the decision seems to ignore this, which is why we should go after their scoring. We're not bashing other projects, but question the rankings.
- Marianne agrees with Rod's strategy suggestion – go after the details, if we don't get them by the February OTC meeting then send a letter.
- The letter should emphasize the history – e.g. in 1999 ODOT and city made a deal to put off pedestrian improvements when Barbur was “modernized”.
- Roger will send a letter around to the PAC for revisions; the content is contingent on ODOT sending data; Other organizations may be consulted on the Barbur project as well (Erin suggests talking to Suzanne at the BTA).

**Vote:** unanimous decision in favor of writing the letter.

**Sidewalk Infill Arterials Project Update** – April Bertelsen reported on which projects are moving forward and discussed conceptual designs of several individual projects, including consideration of alternative and interim design solutions.

*Sunset Blvd:*

On January 31 there is a Sunset Blvd sidewalks meeting; Doug will be there. The SW Corridor CAC meetings conflict with this date, but the Sunset meeting will be an “information” meeting, not a “deciding” meeting. Major Sunset concerns are that residents have done significant landscaping in the ROW. In 1992, the city said sidewalks on Sunset were unlikely (they did not vacate the ROW).

Other issues at Sunset: The Hillsdale town center, established in 1996, is now a pedestrian district in the TSP, and is also highlighted in Bike Plan. There is potential for redevelopment on the west side of the street, we don't want to build sidewalks that don't work with that. There is a potential LRT stop in future. And in the 1970s/1980s, a 7' shoulder was built on the south side of the road built for bikes.

PBOT is committed to the Sunset project, the question is, what is the cross section? Which side of the street do they build on and how do they deal with multiple ROW encroachments? PBOT will probably meet monthly on this, working with Survey and discussing losses of parking, character, etc.

Someone from the PAC should attend the meeting; and Chris Armes (project manager) should come to the PAC at some point. Doug's email (with pictures and details) was much appreciated.

*Other projects:*

Vermont has a meeting next Monday (1/23). From project management and outreach perspective, the project has merged with the Vermont Greenway project.

Spring Garden and Huber (also with Chris Armes as project manager) has no meetings scheduled yet.

East Portland projects are also moving forward. The kickoff open house is still to come. There may be “interim sidewalks” in some locations – curb tight, not up to standard – to be improved.

Q. What is the approximate cost of these sidewalks? A. About \$1m/ mile for one side, though it's more when there's no curb or if there are other issues.

**PAC Agenda Items** – The committee discussed up-coming planned agenda items and ideas for other future agenda items.

*Proposed Future Agenda Items:*

- Permeable Sidewalks: Marian heard about it at Bonny McKnight's meeting – Does the PAC want someone to present about it? They may replace stormwater swales, but have some maintenance problems (e.g. fir needles, power washing needs). Who will maintain it?

- Asset Management and Maintenance for Pedestrian Facilities
  - Probably will include discussion of Vegetation and Sidewalk Management
- Sullivan’s Gulch Trail Concept Plan (PBOT & Parks): Maybe presented in February?
  - Q. The trail will be very expensive; is it for transportation or recreation? A. It’s both.
  - Marianne prefers to replace this with maintenance, instead of focusing on another unfunded plan.
  - Rod says we have more time with this – but April says the plan will go to Council in March or April, so now is the time for PAC to look at.
- Southwest Corridor Plan (Metro) and SW Barbur Concept Plan (BPS): Either of these could also be bumped back to March
- Sunset Blvd wants to present in March
- Darla would like time on a future agenda to discuss her experience
- Roger would like to discuss walking infrastructure in SW on high volume traffic collectors – most of Roger’s neighborhoods are opposed to speed bumps, but want sidewalks – we need to talk about pedestrian facilities that are NOT \$1m/mile, people are “landlocked” as pedestrians
  - Are there alternative designs for sidewalks?
  - Are property owners responsible? How does this fit with state/local VMT goals?
  - Could there be something similar to East Portland in Motion in SW to help create a bigger list of projects? It’s a question of funding.

April will try to have someone talk about the sidewalk maintenance topic in February. Rod says maybe we want to have an internal discussion first? PAC should set an agenda for a discussion with the city or consultants instead of just commenting on their proposal: this is an urgent issue for PAC, is it urgent for city?

February agenda to include: sidewalk maintenance (maybe with outside speakers); a shorter Sullivan’s Gulch segment.

March may include: SW Corridor, Sunset and Darla’s presentation

Other potential future topics:

- N/NE Quadrant & I-5 Freeway Broadway/Weidler interchange concepts update
- More on Sidewalk Infill Projects: Locations, Design and Alternatives
- Crash Data and Reporting with Greg Raisman, PBOT

**Meeting Adjourned at 9:15pm**