

City of Portland  
**Pedestrian Advisory Committee**



**NOTES**

**Tuesday, October 18th, 2016**

**6:00 – 8:00 PM**

**Portland Building, 1120 SW 5<sup>th</sup> Ave, Broadway Room (9<sup>th</sup> Floor)**

<b>Committee Members:</b>	<b>Alternate Members:</b>
Roger Averbeck*	Don Baack*
Rebecca Hamilton	Gena Gastaldi*
Arlene Kimura*	Suzanne Stahl
Anthony Buczek*	Lise Marie Ferguson
Chase Ballew*	Mark Person
David Crout*	Nicole A. Grant
Eve Nilenders*	
Doug Klotz*	
Scott Kocher*	
Rod Merrick	
Brian Landoe	
Brenda Martin	
Elaine O'Keefe*	

*\* Indicates committee members in attendance*

*Staff Present: Michelle Marx, Kevin Donohue, Steve Szigethy, Nicole Blanchard, Liz Mahon*

*Special Guests and Speakers: Tim Kurtz, Marianne Fitzgerald, Scott King*

## **6:00-6:30: Greetings, Introductions, and Hot Topics**

Meeting Facilitator: Roger

Greetings -

Introductions -

Hot Topics –

- Marianne Fitzgerald – Talked briefly with Rich Newlands regarding her concern for people outside SWNI being involved in the SWIM process. Make sure that Rich follows up with the committee. More than the BAC and PAC should be invited to weigh in on SWIM.
- Don – Business communities and truckers should also be involved in the SWIM discussion.

## **6:30-7:00: SW Capitol Highway (Steve Szigethy, PBOT)**

*Steve Szigethy will review preliminary conceptual cross section designs for SW Capitol Highway for PAC feedback. The project is funded by the Fixing Our Streets gas tax, and will provide pedestrian and bicycle improvements along the corridor.*

**Steve** – SW Capitol Hwy Bike and Ped Improvements

- This is a project that's long been a community priority. The project is on Capitol Hwy between Multnomah Village and the southern portion of Barbur Blvd. This area has a rural to residential single family history. There is a drop of about 150' from south to north. This project involves taking a century-old rural road and bringing it to an urban standard.
- Several people at the PAC meeting have been involved in this project since the 1996 Capitol Highway Plan. Funded in May 2016 by Fixing Our Streets. \$3.3 million + \$6-7 million in transportation and stormwater SDCs. PBOT has a project in the \$10-12 million frame.
- Designs has evolved from the 1996 Capitol Highway Plan to the 2011 SW Capitol Highway Plan Refinement Report to the 2016 Capitol Highway Corridor Stormwater Concept Design. There were different designs over time and then a hybrid design from outreach with the public. PBOT was involved in a 2016 effort with BES to look at a creative approach to stormwater treatment. Four different options that give bidirectional multimodal travel. More recent cost estimates range in the \$7-12 million range.
- Summer 2016 outreach included SWNI 6/20, a neighborhood walk 7/30, and the Capitol Hwy Subcommittee 8/1
- Comments from outreach events included – Sidewalk on one side is ok, east side sidewalk is favored, bike lanes (separation versus flexibility), MUPS not good unless delineated, keep it green except for visibility hazards (people want to maintain that

sylvan feel), property impacts (property impacts are a concern with vegetation, slopes, and steep driveways), fix the stormwater.

- Cross Section Concepts: Base assumptions – continuous sidewalk on the east side, bike lanes in both directions, roadway remains in current location (no rebuild). Stay within the fog lines, no major right-of-way acquisition, and create stormwater approaches through 2016 effort with BES.
- North of Alice trying to keep space on the right-of-way because of trees, bushes, and the slope. Design from left to right: 1) Surplus/ walls, 2) Delineated multi-use path for biking and walking 9' wide, 3) planting strip or stormwater, 4) drive lane, 5) drive lane, 6) Buffered bike lane, 7) planting strip or stormwater, 8) sidewalk, 9) surplus/ walls.
  - Anthony – Are 4' planting strips big enough for trees?  
Steve – Once we start to design we will determine what will work for the different segments.
  - Arlene – Where does the garbage truck go? Where are the mailboxes? It looks like there will be problems for the mailman getting to the mailboxes.  
Steve – 70% of this area has door delivery mail.
  - Roger – There is very limited parking out there. What's the plan for the apartment area on Barbur that needs parking?  
Steve – PBOT will need to take a look at this and talk to residents because this is some of the only parking they have. Might ask if there is a nearby cross-street for people to park on. Will be a tough discussion that we'll have to address when the time comes.
  - Don – I assume buses will be like the garbage trucks?  
Steve – This will get addressed when looking at buffered bike lanes to see if the bikes should pull in the bike lanes or if we can do bus islands. One thing PBOT wants to ensure is that turns aren't too tight in places where the grade is greater than 6%.
  - Don – There is a danger if cars are trying to go around the bus and putting people at risk when going out of their lanes.
  - Eve – Pedestrians need to be taken into consideration in any place where the multipath goes downhill.
  - Roger – SW doesn't have a big bike culture yet, but you do see people going the wrong way because they don't feel safe on one side. Where are the safe crossings?  
Steve – There is a slide on that and where safe crossings might be built.
- South of Alice – Add a sidewalk to become more separated. Design from left to right: 1) Surplus, 2) Sidewalk, 3) Bike lane, 4) planting strip or stormwater, 5) drive lane, 6) drive lane, 7) buffered bike lane, 8) planting strip or stormwater, 9) sidewalk, 10) surplus/ walls.
  - Scott – What's the posted speed now and what will it be?  
Steve – It's 35mph right now and PBOT want to lower it. With intelligent design we hope the administrative rule will come into effect and get us below 35mph.
- Steve – One note on crossings (pedestrian crossing and bus stops), #44 bus with future frequent service, opportunity to consolidate bus stops, provide enhanced crossings.

- Marianne – Buses serve high school and the college students. Need to take this into consideration during the planning of the crossings. Reason why Capitol Highway is so strategic is because there are no other north south routes in that area.
- Roger – Barbur Transit Center needs to connect to the southern portion of this project. Are you looking at SW 41<sup>st</sup> and Plum (check on this)?  
Steve – There’s a curb-tight sidewalk on the east side of the street. Not sure how much more we’d do on 41<sup>st</sup>. We are looking at Capitol Highway through Taylors Ferry. Want to ask for additional funds from state transportation resources.
- Roger – 41<sup>st</sup> and Plum likely needs a reconfiguration.
- Steve – 8,000 – 9,000 vehicles a day on Capitol Hwy.
- Don – 85<sup>th</sup> percentile is 40 mph?  
Steve – not sure, but it’s posted 35 mph. <
- Doug – Suggestions about what crossings to keep.
- Arlene – The type of crossing signal has been a problem in her neighborhood. HAWK for higher volume is safer. RRFB aren’t as noticeable as the HAWK. The HAWKs are a safer signal. RRFB hard to see unless you know it’s there.  
Steve- We’ll run our warrant process to figure that out. We likely wouldn’t do a HAWK with 2 lanes. Likely we would see RRFB and there might be some where it’s just striping if the visibility is good. We’ll know more after the engineers start looking at it.
- Elaine – I find the HAWK on Tacoma very confusing and drivers often don’t know what to do.
- Anthony – Good work on this. Would like to learn more about the crossings as this project progresses. How did you get the project down to 50% of the cost and keep all the functionality?  
Steve – We still need to do another analysis. We expect the estimate to be at the upper-end of the \$7-12 million estimate that we had from 2016. \$12 million is the ceiling where we’re at.
- Don – Are you working on the state with the intersection at Barbur and Capitol?  
Steve – State legislature meeting in June and we might know by then. Awkward dance with SW Corridor and the two different alignments that have been proposed.
- Marianne – Been working on this since before the 1996 plan. Wrote the letter that initiated the 1996 plan. Except for Dolph there is a lot of stormwater coming from unpaved roads. Regional stormwater facility is huge and requires buying property. Stormwater is key. We’re really looking to BES to help solve some of the stormwater burden. 2017 legislature season needs the PAC’s help and getting the state’s support for this project.  
Steve – Comment period through the end of November and schedule for the progression of this project.

**7:00-7:40: Red Electric Trail (Liz Mahon, PBOT Capital Project Manager)**

*Elizabeth Mahon will review the preferred alignment, cross section, and bridge type for the Red Electric Trail with the PAC, and seek input on remaining questions regarding connections to SW Capitol and SW Bertha.*

#### **Liz and Don– Red Electric Trail**

- Don – Conceived in the early nineties. 2007 a plan was hatched up. Discussion of the Red Electric plans and all the vital connections made.
- Liz- Working on the small portion, a bridge called segment A. Project update and where we're at. Federally funded project with \$2.2 million. Worked with the stakeholder advisory committee and open houses to design the alignment and bridge type. Being designed by KPFF and Greenworks under contract by ODOT. Different types of bridge alignments. A1 – straight shot across the ravine. A2 – goal was to introduce a curvilinear design – multiuse path that bikes won't just speed through on. Arrive at B-H highway a little faster with this design. A3 – The goal was to provide more curves and not be along the B-H highway as long.
- Alternative A1 was selected because of cost (straight shot made it cheaper), not along the highway as long makes it more comfortable for users, from a SEPTED perspective it's more comfortable < emergency response being able to see into easier. Safety and cost helped us choose this alignment.
- All different bridge types were shown to the advisory committee. Steel Girder was the most preferred but the most expensive for this area. Wanted to show due diligence by exploring all the options.
- Still working on lighting (make sure it's appropriate for the area and safety-wise), railing (lots to look at regarding safety and visibility), want to make sure that bicyclists and pedestrians can see each other.
  - Doug – This project isn't using any right of way?  
Liz- Yes.
- Liz – With A1 we're under a 4% grade. The grade for the different designs were fairly comparable.
  - Anthony – Is there still space for sidewalk on BH where it curves to the right?  
Liz – Would have to ask consultant.
  - Roger – At that location how high is the bridge above the BH highway?  
Liz – Trail is about 5' lower than the roadway.
  - Doug – BH is higher and climbing faster here?  
Liz – Yes. About 5 feet higher with a higher grade.
- Liz - Also working on what the trailhead approach is at the BH and Bertha intersection. SW Bertha is the alignment for a greenway. Still working through the details and will come back to the PAC after the designs are a bit more hashed out. Larger neighborhood and property owner conversation. Current plan shows us bringing it up to BH, but it definitely needs more work. Bertha is going to be the major bike/ ped route in the future.
- Liz - Our current plan is to get Red Electric on the new SDC list so that we can start to implement Segment B. Different concepts that we developed with KPFF.

- Don – Questions about parking and loading in this area.
- Doug – I don't like curvey/ wavy things as a pedestrian. Doesn't like the bridge alignment.
- Scott – Appreciative for everyone who worked on this and thank you. It's been a long process.
- Chase – Make sure the sidewalk on BH highway can be connected later on.
- Roger – Can an emergency vehicle can access using this bridge?  
Liz – Yes. Also parks maintenance and bridge inspection and the current truck we have.
- Roger – Bollard at the front?  
Liz – Doesn't look like a driveway from the design, but collapsible.

**7:40-8:00: Stormwater Swales and Pedestrian Safety** (Nicole Blanchard, PBOT; Tim Kurtz, BES Stormwater System Division)

*Nicole Blanchard (PBOT) and Tim Kurtz (BES) will discuss policies, procedures, and design considerations pertaining to surface stormwater facilities and pedestrian safety. This discussion is a follow up to concerns raised by a citizen at the August PAC meeting regarding potential pedestrian safety issues associated with stormwater swales.*

Scott King – Presented to us in August regarding his son's injury

Tim Kurtz (BES) – 14 years on green streets, 20 years with the city. Pedestrian safety was a concern 14 years ago. For 10-12 years Nicole has been working on this for PBOT.

Tim - Why Greenstreets? – pollution, flooding, erosion, overwhelmed sewers, habitat lost.

- Tim - Reduce flow volumes + reduce peak flows + reduce pollutants < facilities do all three of these at once. Used to require individual systems in the past.
- Tim - Used grey systems for a while and not that great. Plants and soil to manage stormwater.
- Tim – Benefits:
  - Useful tool in finding the lowest life costs for new infrastructure.
  - Can maximize existing infrastructure lifespan.
  - ex. Tabor to the River < largest combined sewer system on the eastside 14,000 acres. We were going to put in pipes but we got sticker shock after the estimate came in. Going from pipes only to pipes and green estimated to save \$58 million.
  - Provides flexibility to meet future needs – e.g., development, climate change
  - Associated safety improvements for bikes, autos, and pedestrians.
- Tim - Green Street Design – swales, curb extensions, planters, basins/ rain gardens. 17,000 throughout the city. Put in by developers and the city. In 2004, became a policy for BES.
- Tim - System planning and design – evaluate different alternatives, recommend projects for funding and design, specify facility sizes and locations.

- Tim - Effectiveness – Tim has spent a large portion of his career looking at their effectiveness and has found that they do work. Goal of reducing peak flows.
- Green Street Design: Process
  - Consult with PBOT at the very beginning
  - PBOT is a primary reviewer throughout
  - BES & PBOT chief engineers can approve design variations
- Green Street Safety
  - Design Goals
  - Shallow as possible – 6” ponding depth (up to 9” allowed)
  - Pedestrian Zone Buffers – “shy zone” + 3:1 side slopes, 4” caneable curb, setback from corners/ ramps, separate with planting strip
  - Ex. N Willamette and Denver
  - More often there isn’t a lot of space and they have to go to a vertical wall facility.
  - Ex. SW 12<sup>th</sup> and Montgomery
  - Ex. NE Skidmore and Garfield < using the vegetative buffers as a barriers for pedestrians and the street
  - Ex. Tabor to the River
- Nicole – Hundreds of ADA ramps have gone in because of these facilities. BES has built hundreds of ramps
  - EX. SE Clay Street < Angled walls that help the pedestrian
  - Ex. Different approaches to uses safety enhancements and green infrastructure
  - 14+ years of installation, 1,800 total facilities, 3 trip/ fall claims (Risk Services) < likely serious injury claims,
  - Doug – 7 photos and a timeline in the change of design. 43<sup>rd</sup> and Division, 1900 Building, Keep the swale back away from the intersections. When you’re gonna have deep walls you need to cover the thing with a grate, that’s what’s going to make it safe.  
 Tim – We haven’t seen anything from a safety standpoint that would require a grate. Plants won’t do well with the grate. Too difficult and expensive, so it would be an expensive one to push through the bureau. 30” requires a railing.
  - Nicole – NACTO design guide about green infrastructure will be coming out soon concerning bike, peds, and cars. Also trouble with the 1900 example. We
  - Scott – Quite an evolution of design. Which one have you designed the most?  
 Tim – the vertical wall planters. Dealing with less space to build.
  - Scott King – Hi son was out on Moody and the swale was virtually impossible to see. He thought it was a planter or something else and now he has a permanent disability (broke his arm in three places). No reflectors, no yellow paint, and a barrier of this planter/ swale type between development and parking lot.  
 Nicole – We have talked about reflectors and paint, but you need light to make these work.
  - Scott King – When he was looking into this. He knows hundreds of different of engineers and he’s sent it to three engineers with no ties to Portland. Is this considered safe?

Nicole – Months away from being nationally accepted. 4” and 16” drop. Lights, plants, and other types of treatments depending on the situation. Nicole went out there at night and saw the angle was off by the reflectors so cars were running into it. We do lighting analysis and would do one out on Moody

- Nicole – Spoke at the NACTO conference about these swales working really well at channeling crossings near transit. Great impact getting people to cross where they want to.
- Scott Kocher – There needs to be some visual difference between these things and a planter strip. There needs to be a visual cue. Some of the work designs come out from limited space. Last 20’ before crosswalk is against the state statute
- Chase – Can these swales incorporate the ADA ramp?  
Nicole – Much more expensive. They almost function as curb extensions because they create a shadow. Best solution to pull back from the corner because they interfere with ADA ramps.
- Elaine – Mr. King might not have been hurt if there was adequate lighting. Lighting isn’t in the design standards and this should be put into the design guide so they are visible to pedestrians.

**8:15: Meeting Adjourned**