

DRAFT - TPAC minutes from April 24th, 2019

Present: Dan Yates, Nathan Clarke, Ken Wilson, Ryan Hashagen, Michelle Sprague, Julie Bennett, Susan Lindsay, Susan Pearce, Deane Funk, Kate Merrill, Rina Jimmerson.

Guests: Aaron Abrams, Gary Pearson, Mark Lear, Doug Allred, Chris Mathieu, Lee Leighton, Pia Welch

ADOPTION OF MARCH TPAC MINUTES - no quorum at beginning - later motion to adopt was proposed by Ken Wilson and seconded by Ryan Hashagen. Adopted unanimously.

PUBLIC COMMENT - DAllred expresses concern about how parking and loading zones are assigned to a neighborhood and not one location - in reference to the Street Seat request on Hawthorne that was discussed at the last TPAC . KMerrill reminds that PBOT has informed TPAC that the committee is no longer required to comment on special requests. They are strictly under the responsibility of PBOT.

SULLIVAN'S CROSSING BRIDGE UPDATE - DAN LAYDEN & AARON ABRAMS (PBOT)

DLayden explained that the construction starts in August. The bridge will be 24ft wide with an average grade of 4.1 %. It will be a pedestrian/bike bridge with emergency vehicle access. The budget is \$13.5 million. The I-205 Westbound and the I-205 Eastbound freeways will have to be closed on weekends in June of 2020, probably from 10 pm on Friday nights until 9am on Monday mornings.

AAbrams explains that this construction has an added sewer project that is related to it because this bridge is a new street. PBOT needs to manage the storm water from it and simultaneously repair a pipe on 7th that is over 100 years old. The pipe that is a 2-block stretch on 7th needs to be upsized and will require PBOT to trench the street and install a new manhole at 7th and Davis. They will also try and create a bioswale at this area.

KMerrill suggests that the CEIC try and identify a local CEID business to adopt that bioswale instead of a downtown business doing it.

PED PDX PLAN - MICHELLE MARX (PBOT)

See plan here : <https://www.portlandoregon.gov/transportation/72504>

MMarx explains that the Ped Pdx plan is scheduled to go to Council on June 5th, 2019 and outlines some highlights:

- 20% of pedestrian crashes result in a fatality
- 350 miles of missing sidewalks on Portland's busy streets
- Since 1998, the City has repaired or built only 250 miles of sidewalks
- Portland needs 3500 marked crossings
- The top priorities of the plan are : 1- equity 2- safety 3 - pedestrian demand
- The next step is to develop the needs identified in the plan into actual projects
- The freight design guide and the Central Eastside Street Plan will apply to future pedestrian projects within the district
- The plan has a toolbox section which outlines 66 actions
- Data shows that 43.5% of crashes are happening at intersection with traffic lights and most are happening when the pedestrian has the walk signal
- An example of one of the toolbox actions is to have new guidelines for lighting sidewalks because when the street lights were switched to LED, they did not offer enough light

DAllred expresses concern for the parts of the plan that intend to limit right turns on red, which will be costly to freight. MMarx replies that this action would be for a very small section and studies still need to be conducted.

RHashagen appreciates the data based approach to the plan instead of anecdotal.

REGIONAL FLEXIBLE FUNDING - PROJECT LIST FOR 2022-2024 - MARK LEAR (PBOT)

MLear presents a map of 10 projects that were retained by PBOT for funding from Metro. One project in particular is the Belmont/Morrison project which is one of the projects contained in the Central City in Motion Plan. MLear invites TPAC to write a letter of support for the funding. This letter would be required by June.

Here are the details of the project as described by PBOT:

- New traffic signals (at 6th and 9th) will allow for smoother, coordinated traffic flow on Belmont and Morrison
- Freight-friendly intersection design
- New and improved pedestrian crossings that will correspond with improved bus stops on both streets
- A connected, continuous bike lane on Belmont from under viaduct to 12th
- A dedicated bus lane on SE Morrison (Grand-12th) to speed transit
- Conversion of the pro-time parking on the north side of Morrison to all-day parking

The project will preserve parking on the south side of Belmont (between 7th and 12th) but remove it on the north side between Grand and 12th. The project can be viewed here: <https://www.portlandoregon.gov/transportation/article/702671>

PWelch asks for a follow-up of this project because PBOT keeps taking away parking and feels there is no mitigation. PWelch also notes that there has not been significant freight studies done. TPAC asks staff to reach out to Gabe (PBOT) for a detailed plan of the Morrison Belmont couplet proposal. TPAC asks for a draft letter to be prepared in favor of the funding but outlining concerns for the next meeting.

TRANSPORTATION, PARKING AND ESD OPEN HOUSE- MAY 16TH 4 PM- 7 PM

KMerrill invites TPAC members to attend and explains that many CEIC and TPAC partners will have tables showcasing all the work that is being done.

RJimmerson invites TPAC members to comment the survey questions that will be at the TPAC table at the Open House.

RHashagen feels that the questions focus on parking and would rather them focus on how to get people to not drive a single occupancy vehicle. In response, TPAC agrees to add the 5 supplemental questions

KWilson feels that the survey is a “moment in time” survey and that TPAC needs to focus more on the future of transportation and parking.

RJimmerson explains that if the Parking Masterplan consulting team is chosen by the Open House date, the consultant will have a table at the Open House event to address those issues.

RHashagen suggests inviting Frog Ferry to have a table at the Open House.

ADJOURN

