

AUGUST 23, 2006 ESSENTIAL PEDESTRIAN NETWORK ROUNDTABLE
DISCUSSION MEETING NOTES

City of Lake Oswego; Pathway/Green Streets – Elizabeth Papdopoulos, Engineer

Design roads and/or pathways on case by case situation. As a part of the TSP, there have been specific roads identified where sidewalks will only be required on one side of the street. The design of the streets is influenced by aesthetics. Improvements made through infill, piecemeal development

Pathways (most everything is called a ‘pathway’ in Lake Oswego

- Collects SDC (System Development Charge) that is separate from one collected for transportation improvements
- Funds received also from the Road Department
- Lakeview Blvd. – 6’ wide path within ROW, no swales, some landscaped areas down to 2’
- Type of construction – Asphalt is norm
- City maintains improvements, maintenance significant part of budget
- There is no set ‘road way’ standard. The urban rural fringe policy document is the closest thing they have to a street design standard
- They are working on a Green demonstration project (10th Street). They have, in many ways been doing green streets for years, with the curbless road design. It is very difficult to do a ‘green street’ street design on a site by site / infill basis.

Bikelanes

6’ wide

Lake Oswego is currently working with OTAK to address the issue of sustainability. Will address the concepts of how long it will last and develop a rating system.

Pervious Pavement

- The City will not put in pervious pavement if the sidewalk has somewhere to drain to. There are issues related to maintenance. Homeowners may reach for chemicals to clean the sidewalks.

Sonya Kazen asked how the maintenance of landscaping was handled. EP commented that the City of Lake Oswego has a significant budget for maintenance. Over all it is the property owners responsibility to maintain the landscaping and sidewalk, but the City has helped with some of the maintenance.

Sonya asked if there were conflicts with bicyclists. EP responded that some times there were conflicts. The city can ask for up to 8’ for the pathway

Pat Russell questioned if there had been a history of liability regarding nonstandard improvements. EP responded that it has not been a big issue to date, but that doesn't mean there couldn't be issues in the future

Pat Russeell asked about the treatment of crosswalks and if there was a trend of eliminating crosswalks? EP noted that many of the crosswalks occurred due to community demand and that the City looks for ways to put them in.

Drainage – community prefers no formal improvements, due to lack of drainage improvements city uses some swales for drainage
How are projects determined? Many are complaint based. Community makes demands and then City considers them.

Green street demo – hardscape infiltration; 10th St. (Seattle SCA street?), don't have pipe system

Surface Water Management update, city prefers sustainability more than Green Streets, it's better in the long term

Permeable pavement, maintenance issue as plants grow in porous material

Scott Pemble asked about the development community's reaction regarding exactions and the lack of standards. EP responded that Exactions required for partitions, new development, i.e. commercial. The city often gets ROW. There have been no Dolan challenges

Dick Jones commented regarding Clackamas County and it's total inflexibility regarding current standards, i.e. what we do in north county is inflexible. Let's support separated sidewalks/pathways.

Katie Mangle asked if the pathways were always separated from the roadway. EP noted that they are now all separated, while there had be some situations in the past where the roadway was widened, There was discussion about the use of fog lines in the city. They offer no protection, but would have some definition.

Karen Buehrig had a question about the durability of asphalt. EP noted that when she worked for Benton County, they had a \$2 million bond to build 20 miles of bikepath with asphalt. Maintenance was not an issue, asphalt common in State parks.

Pat Russell asked if there was a problem with tree roots impacting the sidewalks? EP commented that the City repairs, not property owner.

Pat Russell asked about speed and lane widths. EP said that again, Lake Oswego has no standard for roadway widths. Speed, safety; sometime no solutions. Currently there is the Cabana street project (bounded by Railroad and property improvements), where they will be doing a 5' meandering path with some landscaping.

City of Gresham; Green Streets Program – Jay McCoy, Senior Transportation Engineer

The City of Gresham has 15 street design standards, including design standards skinny streets, minor access streets, local lanes and allies. They are trying to address if there is a smart way to build these roads. Are they cheaper? No, but they decrease run-off. Takes more ROW than standard street. With 30% toward ROW/improvements, the development community is skeptical

Dan Johnson asked if there were any functioning green streets in Gresham.

- JM noted that Palmquist St. was designed as a green street. The developer designed the green street, because they didn't like swale in the City design. City has approved new design
- Powell Blvd. – using median with swale for drainage
- Yamhill St. - \$450,000, city received award, widened road to 42', no curb, 4' swale, pervious asphalt (can handle 25 yr. storm event), water doesn't reach swale! Experimenting with dozen or so different trees to see which ones work

Ugo Dilullo asked about cross conveyance. JM noted that they have gone to shed sections. Martha Waldemar asked if this was a problem for cars when there was ice on the road. JM said it had not been a problem. There has been issues with swales, with some property owners fill in swale with gravel.

Use fog line, 1500 cars per day, parking allowed.

Appeals? Had at least one and decision upheld. Haven't gone to court.
5% maximum ramp, 2.5% maximum cross slope

Pat Russell asked what Gresham required for a utility easement. JM responded that typically 5' was adequate. Pat Russell was concerned about the Clackamas County utility easement requirement. Further discussion about utility easements.

JM said that they plan to use green streets in Pleasant Valley and Springwater areas.

There was a question if there are problems in build-up in permeable asphalt? No build up in streets, but the sidewalk maintenance could be an issue.

On boulevard project, permeable pavers have been used. Hardscape is needed next to parking for peds as they exit cars, using permeable pavers (no vandalism), but have build up in pavers. Examples of boulevards include - Stark St. and Division St.

Ugo asked if there were any freeze thaw issues. JM said that there had been none.

Clackamas County built green street. County added infrastructure for stormwater – didn't have enough capacity. There could be intersection issues.

Katie Mangle asked about the process for developing the green street cross sections. JM commented that they were reviewed through the TSP process. Gresham piggy backed on Portland's standards. There was not much public interest in the topic.

Andrew Swanson, from WES, commented that he would like to see more green street designs used in Clackamas County.

Closing comments_

Asphalt – kinder to tree roots

Regular asphalt - \$53/ton

Open graded asphalt - \$89/ton

Pervious asphalt - \$41 sq. yd., (2004)

Need to compare initial costs to life cycle costs

There was discussion about cutting-off of down spouts and well head protection

DEQ process – so far not aggressive, injection issues, don't let fear of DEQ get in way of progress

City of Olympia; Ribbon Sidewalks and Porous Materials – Sophie Simpson

Karen gave a powerpoint presentation that described the City of Olympia's sidewalk program. Sophie Stimson was available by conference call to answer questions.

Ribbon Sidewalk (at grade sidewalk, separated from the roadway)

- Some designs include no curb and include 5' wide grass separation area between sidewalk and roadway. Use of grass an issue? Yes, sometimes grass area is used for parking. (People park on the grass and on part of the sidewalk). Solution? Moving toward using street trees to keep public from parking on 5' wide strip. Why no curb? It's cheaper to construct.

Pat Russell asked if these sidewalks were being put on small and narrow streets? SS noted that they were dealing with a variety of ROW widths. Sometimes they purchase ROW. In some situations where they have narrow ROW, they will use a curb tight sidewalk. There are some problems with drainage. Most improvements within ROW (Right of Way)

SS noted that some improvements completed as result of private development, these are built to full standard, i.e. subdivisions, but SFR sidewalk only and not entire frontage improvements

Move poles (utility, telephone, etc.) at least to back of sidewalks. Power companies cooperative but must give ample notice to reposition poles.

Olympia has a Fee in Lieu of Construction program, but the jury is out on its effectiveness. Fee is too low, need to update to reflect costs

Karen asked Sophie to comment on the usage of porous concrete. She noted that

- Must maintain regularly (every 1-2 years)
- Small sweeper needed to blow out and vacuum
- Might save money (upfront) regarding storm water improvements but have increased and ongoing maintenance costs
- She has a life cycle costs memo that she can share

There was discussion about Life Cycle costs.

City of Milwaukie; Fee in Lieu Of Program (filo) – Katie Mangle, Planning Director

- SFR (Single Family Residence) permit with a value over \$100,000 requires sidewalk/frontage improvements
- Applicant can apply for an Adjustment or Exception, if Exception granted then the applicant pays the filo
- Filo formula doesn't include stormwater improvements, etc.; believe that they are not charging enough. Since 2002, there is \$298,000 in account. Money can be kept for 10 years. After 10 years if the money is not spent it must be returned. Must spend money in immediate area, track by neighborhood. Need priority list of projects and to update TSP (Transportation System Plan).
- Sense is that need to complete projects soon, public expects and deserves improvements in a timely manner
- Need to have updated inventory of street and sidewalks
- Nexus issue; localized CIP (Capital Improvement Plan) helps meet Dolan test
- Partial filo; allow modified path
- A drawback is that the money loses value each year, it doesn't cover the costs and there are limits to how the money can be spent

Thoughts regarding what might work for the County. Consider charging one-half of the actual cost of a sidewalk, i.e. charge for the improvements but not for the engineering costs and sign an agreement.

Pat Russell noted that with technology, the County should be able to track the sidewalk conditions. Have Engineers keep track of improvements; they are out in the field and could note improvements on a map

Consider sidewalk requirement for SFR or remodel with a value of at least \$50,000

Consider neighborhood planning

Ugo commented that perhaps a non-remonstrative agreement could be signed that allowed the spending of the money in a different location. KM noted that there need to be a level of organization for the FILO program that doesn't quite exist in Milwaukie.

General Comments at End of Presentation

Martha Waldemar commented that she was in support of having new single family development install sidewalk. She did not want the FILO proposal to eliminate the requirements for sidewalks.

Pat Russell commented that he was opposed to sidewalk on only one side of street. If you are going to eliminate sidewalks from oneside of the street, then don't lose the value of the pedestrian opportunity

Pat Halloway noted that there should be an integration of the work completed by this project, Tri-Met and the North Clackamas Revitalization Area; she wants North Clackamas Revitalization Area to be part of EPN process

Pat Russell noted that there is a need for a Master Plan for sidewalks/pathways. There shouldn't be a variance regarding sidewalks in EPN area. The school district require kids to walk if they live one-half from school. ODOT – create barriers to peds, i.e. McLoughlin improvements didn't include critical sidewalk links

Martha noted that they should use compost mix in median areas not barkdust

Next Steps

- Add Power Point presentation and Roundtable Discussion Notes on web
- Take ideas, consider alternatives
- Present at Open House and to PBAC (Pedestrian/Bicycle Advisory Committee), Open House (sometime in the fall)
- Possible Planning Commission/Board of County Commissioners in April/May/June