

SULLIVAN'S GULCH LAND USE & TRANSPORTATION COMMITTEE

Holladay Park Plaza Community Room

6:30 p.m., Thursday, February 23, 2017

Members: DJ Heffernan, Connie Cleaton, Miles Crumley, Kathy Hansen, Andrea Meyer, Bob Leopold, Daniel Pirofsky, David Galaty, Debra Galaty, Julie Hoffinger, Jack Frewing

Guests: AJ Gavin, Lynn Coward, David Peterson, Melanie Roies

1. The minutes were amended to say that Lynn's concern was really about whether the City monitored construction vibrations as part of the permitting process. DJ said that this was brought up at a Grant Park meeting. BDS does not monitor vibrations. If there is damage, the property owner has to contact the contractor.
2. Chairman's report:
 - DJ met with Sarah Heinicke of ECOLloyd. They brainstormed ideas on community solar arrays along the north side of the Gulch. Jim Rapp worked with tribes in the Southwest on community solar and has a lot to offer. They are also looking at opportunities for rooftop solar in the Lloyd District. This promises to be a very productive collaboration.
 - ECOLloyd grew out of an effort to create a solar district around PSU. Several groups spun off but this is the only one still functioning. It is a nonprofit, not a government agency.
 - There is interest in forming a neighborhood group for the Lloyd district and NECN wants them to join. It's a good time for us to start talking to them, especially on transportation issues.
3. Development projects:
 - Lloyd cinema/Sears lot: Kathy went to a presentation at the Design Review Commission. It was really a place holder and was not taken seriously as a final design. They will probably return sometime in the summer with real plans.
 - 21st & Multnomah: construction should start in 3-5 months. The Tuesday *Tribune* listed approval of the bike trail easement through their property.
 - They are waiting for dry weather to finish striping 21st. The signal will be retimed after the bike path and the apartment construction is finished.
 - Holladay Park East: Bob complained about dump trucks blocking access to the Fontaine when they blocked 17th for two days. He got no satisfaction until he called the Fire Marshall. The permit allows them to block the street without notifying neighbors, but the fire department has authority to override the permit: They must provide emergency access at all times. The Fire Marshal shut down the site for two hours and they now limit the trucks to the construction site so that garbage trucks, deliveries, TriMet Lift, Meals-on-Wheels, etc. can get to the Fontaine.
 - NYC has ombudsmen who just work with inter-bureau communication problems like this.
 - Permits fund BDS, so they bend over backward to accommodate builders
 - 28th & Halsey: They will no longer answer Andrea's inquiries so she asked that SGNA invite them to make a presentation. At this point, nobody knows when construction will begin.
 - This is one of the smaller projects that require less review, so the neighborhood group has less leverage.
 - There are some proposals to exempt small projects from design review to allow more flexibility and creativity, but this also opens the door to less input from neighbors.
4. Parking zone
 - This will be a topic for a future meeting. We need background information before discussing it.
 - Right now the City is undecided on what they want to do with parking zones.
 - This would be a good topic for a multi-neighborhood inner eastside meeting.

5. Grant High remodel

- Issues are being raised about redesigning the park. We also use the park areas, so we should follow the issues and support the Grant Park association on this.

6. Neighborhood plan update: The City has invested a fair amount in bike improvements but hasn't been looking at pedestrian issues. This is a good place for us to start. We could do a neighborhood-wide inventory of pedestrian issues, with people fanning out and mapping specific problems. Some of the issues we were aware of follow.

- How to get cars to pay attention to the 15 MPH zone as they approach 24th. Visual cues like painted lines indicating narrower lanes might help. Letting them know they can turn right on red at 24th and Broadway would also help keep traffic from backing up and blocking the intersections where people want to cross.
- Crossing 28th around Fred Meyer, especially at the S-curves, is dangerous. Painted crosswalks every 2 blocks might be a good standard there and on other busy streets like Weidler and Multnomah. Building a pedestrian refuge in the middle of the street might also help.
- Multnomah has no crossings between 16th and 21st, and there are school bus stops along that stretch of road.
- Add pedestrian lights. Many of our streets are very dark. The lights can be very low, LEDs on bollards just lighting where your feet go; or they can be around 11-13 feet tall with shades that keep them from shining into peoples' windows. Many designs are available. We could customize them to make them unique to our neighborhood, creating a neighborhood identity. We could mix the types as needed. In some places it would help to encourage people to turn on their porch lights.
- Painting the curbs yellow so that people don't park right up to the intersections. This would leave some open space so pedestrians are more visible and can see oncoming traffic better. It also improves sight lines for drivers as they turn. This is also an issue on 16th where it curves into Clackamas.
- Curb cuts tend to fill with mud and debris. Neighbors could volunteer to clean them out so that pedestrians don't have to circumvent them.
- There are also drainage issues at curb cuts and in some areas where trees have raised the sidewalk. There are flexible materials that can be used to make the sidewalk easier to walk on while saving the trees.
- We need places for Lift vehicles to pull out of traffic while loading and unloading. Converting some parking spaces to 15 minute loading zones would help with this. New apartments without parking definitely will need places for vehicles to pull out of traffic to load and unload passengers.
- 27th & Weidler has no stop signs in any direction. This is dangerous because people expect the usual pattern: when they don't have a stop sign, they expect the other direction to stop and just go through the intersection.
- Halsey between 19th and 21st is wider than most residential streets and the building on the south side has a blank facade facing the street. The curb could be extended into the street to make a small park-like public space. Making the street narrower would also slow traffic.

7. Topics for future meetings: Let DJ know about topics you're interested in or speakers you would like to invite.

NEXT MEETING: Thursday, March 26, 6:30 p.m. – 8:00 p.m., HPP Community Room

Meeting adjourned at 8:05 p.m.