EXHIBIT A

35770

Draft

Woodstock Boulevard Pedestrian Plan

City of Portland
Office of Transportation
Pedestrian Transportation Program

January 1999

Woodstock Boulevard Pedestrian Plan

City of Portland, Oregon
City Council
Vera Katz, Mayor
Jim Francesconi
Charlie Hales
Dan Saltzman
Erik Sten

Office of Transportation
Charlie Hales,
Commissioner
Victor F Rhodes, Director

Development Services Division
Donald W Gardner,
Division Manager

Woodstock Boulevard Pedestrian Plan Staff
William S Hoffman,
Program Manager
Chris Armes,
Project Manager
Jean Senechal,
Project Assistant
Rich Newlands,
Transportation Planning
Lewis Wardrip,
Traffic Management

KPFF, Consulting Engineers

Technical Advisory Committee
Jeff Smith, Bicycle Program
Evelyn Brennes,
Parking Control
Rich Newlands,
Transportation Planning
Lewis Wardrip,
Traffic Management

Transportation Engineering and Development
Brant Williams, PE ,
Bureau Director

Pedestrian Transportation Program
William S Hoffman,
Program Manager

Citizen Advisory Committee
Kurt Ackerman
Emily Baker
Gene Dieringer
Gretchen Eichentopf
Katie Essick
Angie Even
Moshe Lenske
Jenny Miller
Julie Neburka
Jeff Schnabel
Elizabeth Ussher-Groff
Kirk Welfelt

Citizen Advisory Alternates
Jeannette Elliott
Bette Howard

Report Production
Ellen Vanderslice,
Production Coordination
Claire Levine, Writer
Christine Rains, Graphic Design

Thanks to the many citizens of the Woodstock neighborhood who participated in the development of the plan

Draft
Woodstock Boulevard Pedestrian Plan

City of Portland
Office of Transportation
Pedestrian Transportation Program

January 1999

Introduction

Background. Woodstock Boulevard, located in Southeast Portland, is a vital business corridor and a highly developed commercial street set in the heart of the Woodstock neighborhood

The segment of Woodstock Boulevard from SE 39th to SE 52nd is identified in the Woodstock Neighborhood Plan as the Woodstock Village Center The neighborhood plan envisions a lively mixed-use area with an emphasis on small storefronts and pedestrian scale A library, community center and two churches are included in the Village Center

Residents of Woodstock and adjacent neighborhoods patronize the variety of stores and restaurants located on the boulevard The commercial mix includes small offices, specialty shops and locally-run eating establishments in store fronts and large retail chains like Safeway and Bi-Mart

The Woodstock business district attracts many shoppers who come to the area on foot, on the bus, by bicycle or by car High traffic volumes make it difficult to cross the street safely As a result, some people find it more comfortable to drive rather than walk through the district, despite the proximity of their homes to Woodstock Consequently, the Woodstock Neighborhood Association has long been interested in a planning process that would lead to pedestrian improvements

Residents of Woodstock patronize the variety of stores and restaurants located on the boulevard.

In 1996, Metro gave the City of Portland a $200,000 grant of federal ISTEA (Intermodal Surface Transportation Efficiency Act) dollars for planning and construction of the Woodstock Pedestrian Project The grant has been matched by an additional $75,000 from the City of Portland

Planning Process. With the establishment of a citizen advisory committee (CAC), staff of the Portland Pedestrian Transportation Program began working with the community to identify the best ways to improve pedestrian access and safety between SE 39th and SE 52nd Avenues on Woodstock However, the CAC and staff quickly recognized that changes to any aspect of the transportation system on Woodstock would affect other transportation modes

Within the limited roadway width, this transportation planning effort had to balance a variety of competing transportation issues, including

- traffic volumes and speeds that make crossing difficult
- the need for auto and truck access to the business district
- the importance of the street for regional transit service
- the role of on-street parking
- Woodstock's function as a "neighborhood collector," keeping traffic off neighborhood side streets
- an interest in improved bicycle facilities

To decide on recommendations for improvements, the community had to make difficult tradeoffs For example, improvements that increase pedestrian safety and convenience when crossing the street can also reduce access for delivery trucks In some areas, striping new bicycle lanes would require either removing on-street parking or eliminating the center turn lane Reaching consensus required sifting both the technical analysis of existing conditions and potential solutions and the extensive community input through surveys, open houses and one-on-one meetings

Project Objectives and Values.

The CAC developed the following objectives for the Woodstock Pedestrian Plan

- Provide opportunities for pedestrians to safely cross Woodstock Boulevard.
- Provide facilities for bicycles within the Woodstock neighborhood.
- Enhance the neighborhood business district through additional landscaping and street furniture.
- Respect the historic character of the Woodstock neighborhood
- Enhance transit stop areas along Woodstock Boulevard and consider possible relocation
- Consider how improving unimproved rights-of-way may affect Woodstock Boulevard
- Involve Tri-Met in this project and relay the community's wishes for increased service
- Increase safety for pedestrians where driveways cross sidewalks

The CAC worked hard weighing the benefits and values of different transportation alternatives to reach the final recommendations in this plan

Research and Decision-Making.

City staff managed technical data collection and supported the CAC in its efforts to determine community opinions about transportation improvements

Staff collected information on current and projected land uses, traffic capacity, existing bicycle and pedestrian facilities, parking and transit service They also collected information from a survey about the use, safety and convenience of various intersections that helped establish priorities for improvement locations After collecting data, staff prepared four alternatives (1, 2a, 2b, and 3) that were presented to the community at an open house and through individual meetings with community members

Alternative 1 offered the most pedestrian improvements and recommended the addition of two blocks of bicycle lanes Other alternatives added more bicycle lanes, by trading off pedestrian improvements and on-street parking

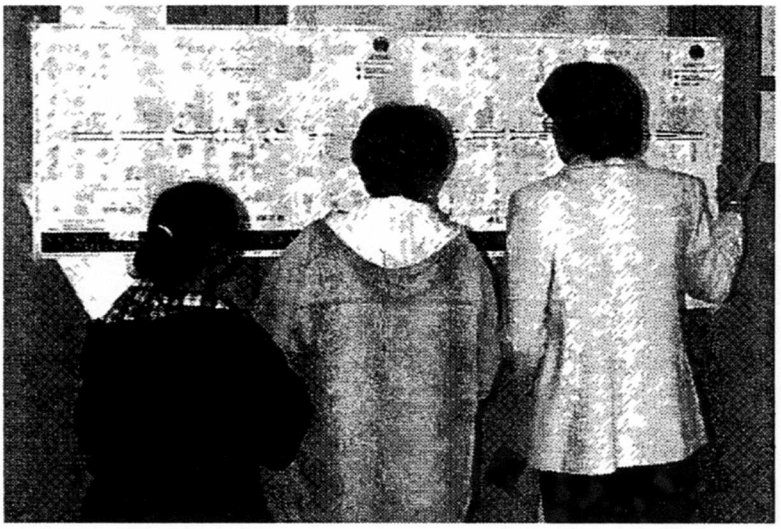
After reviewing comments on the four alternatives from the residents, business people and transportation advocates, the project team worked with the CAC to prepare a new option, Alternative 4, which was presented at another open house and which the committee adopted as its final recommendation The CAC did not accept a modified alternative, Alternative 4a, which was proposed by staff after the final open house The alternatives are discussed thoroughly later in this document.

One objective was to enhance transit stop areas along Woodstock.

Public Involvement.

Project staff worked with community members to design the planning process and involve as many people as possible Before formally beginning the process, staff

- attended meetings of the Woodstock Neighborhood Association and Woodstock Business Association to discuss the project,
- promoted the project through articles in the *Good Neighbor News*, the local newspaper serving the Woodstock community to inform interested parties and encourage participation on the Citizen Advisory Committee (CAC), and
- established and staffed the CAC



Two open houses were held to elicit public comments on the alternatives and issues

The CAC consisted of 12 members, representing equally the neighborhood and business associations The CAC met 11 times between January 1997 and April 1998

To elicit opinion from a broad array of community residents and business people, the CAC and project team conducted a variety of outreach activities

- **Survey** The team designed and mailed a neighborhood opinion survey to 2,000 residents and businesses and distributed surveys by hand to weekend shoppers, and
- **Open Houses** The team conducted two open houses to elicit comments and public participation

The CAC incorporated the results of all public outreach in its decision-making

1.

Woodstock Boulevard Today: Existing Conditions

The Woodstock Boulevard planning area — between SE 39th and 52nd Avenues — is diverse, with a variety of street widths, land uses and traffic conditions Woodstock Boulevard is occupied by commercial businesses varying from professional offices and small store fronts to large chain stores A branch of the Multnomah County Library is located at SE 49th and Woodstock, and the Lents Education Center, an alternative school, recently opened in the business district Two churches are located on this segment of Woodstock.

Woodstock Boulevard is a major east/west thoroughfare and is particularly important given the high number of unimproved streets in the surrounding neighborhoods It is used by people whose trips originate, end in or pass through the neighborhood

Street Classifications.

The Transportation Element (TE) of the City of Portland's Comprehensive Plan classifies Woodstock as follows

- Traffic Neighborhood Collector
- Transit Major City Transit Street
- Bicycle City Bikeway
- Pedestrian City Walkway
- Truck Minor Truck Route
- Emergency Major Emergency Response Route

In addition, Metro's Region 2040 plan designates Woodstock as a Main Street from SE 39th to SE 82nd Avenues As identified by Metro, a Main Street is a shopping area oriented to the local neighborhoods The city's Pedestrian Master Plan designates Woodstock from SE 39th to SE

82nd as a Main Street Pedestrian Design Area, which should receive similar design treatment to a Pedestrian District. The City's Bicycle Master Plan indicates planned bicycle lanes between SE 28th and SE 41st and recommends bicycle lanes from SE 41st to SE 53rd

These classifications, designations and planned projects indicate that Woodstock should accommodate a variety of transportation modes

The wide planting strip near SE 51st Avenue adds to the residential character of this section of Woodstock

Right-of-Way Configuration.

Woodstock's configuration to handle traffic varies throughout the project area

Between SE 39th and SE 40th, the roadway is 40 feet wide with two travel lanes and a center turn lane On either side there is a 15-foot sidewalk corridor (the area from curb to property line) consisting of a six-foot sidewalk separated from the street by a nine-foot planting strip There is no on-street parking in this block.

Between SE 40th and SE 41st, the roadway is 40 feet wide and has two travel lanes with parking on both sides but has no center turn lane On either side the sidewalk corridor is 20 feet wide with a six-foot sidewalk.

East of SE 41st, the roadway widens to 50 feet. Between SE 41st and SE 52nd, the street has two travel lanes, a center turn lane and on-street parking on both sides On either side the sidewalk corridor is typically 15 feet wide, with either a fifteen-foot sidewalk or a six-foot sidewalk and nine-foot planting strip

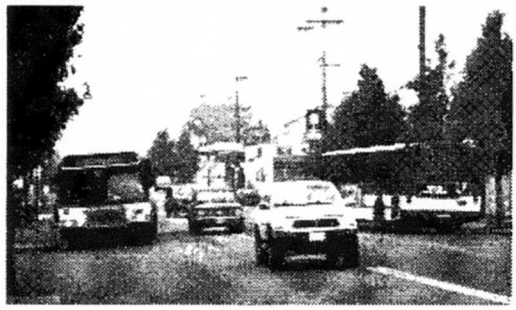
Traffic Signals. Traffic signals are located at SE 39th, SE 46th and SE 52nd Avenues

Bicycle Lanes. Woodstock has striped bicycle lanes west of SE 39th and east of SE 53rd In addition, bicycle lanes on SE 41st Avenue north of Woodstock and on SE 46th and SE 52nd south of Woodstock connect the corridor to other parts of Southeast Portland

Transit. Woodstock Boulevard is served by four Tri-Met lines

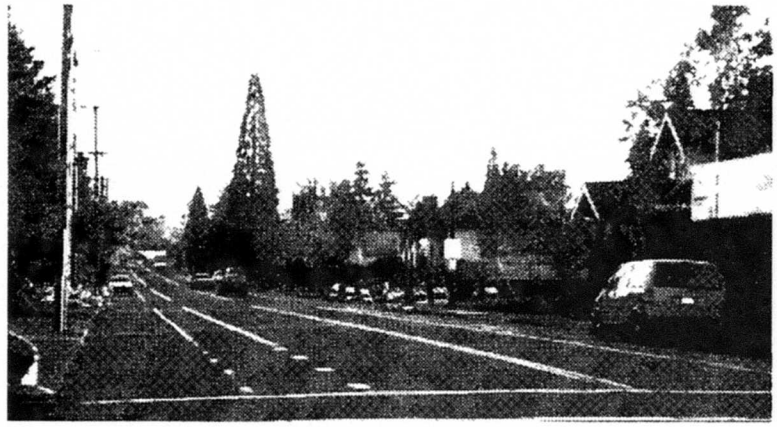
#19, from downtown to Mt. Scott Boulevard, which runs the length of the study area,
#75, from the Milwaukie Transit Center to the Hollywood Transit Center, which runs east and west along Woodstock west of SE 46th,
#74X, to the Lloyd District, which runs the length of the study area, and
#71, between Clackamas Town Center and North Portland, which crosses Woodstock on SE 52nd

These buses run on 10- to 15-minute headways during peak hours

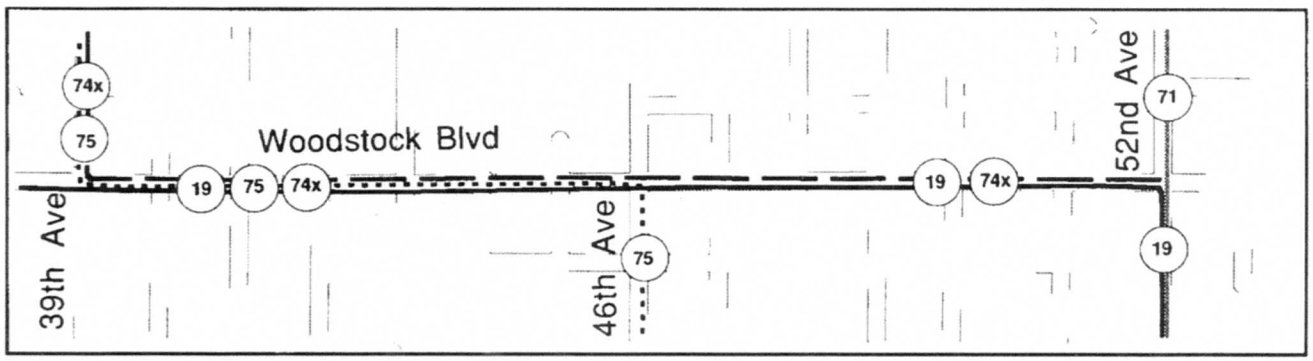


LEFT Woodstock Boulevard carries several transit routes

BELOW Bicycle lanes lead south from Woodstock on SE 46th Avenue



Bus Routes



Traffic Analysis. An extensive data collection and analysis effort was done to quantify existing traffic volume, speed and safety conditions

Volume. More than fourteen traffic volume counts were done in conjunction with this project. They were used along with the eleven existing counts to gain a better understanding of the traffic flows on and approaching Woodstock. Near 43rd Avenue, Woodstock has a volume of over 17,000 vehicles per day Near 49th the volume is approximately 16,300 vehicles per day The directional split of the traffic at both locations is approximately equal

The delay for pedestrians crossing Woodstock at signalized crosswalks is acceptable

Speed. Speed counts near 43rd Avenue show an 85th percentile speed in the westbound direction of 33 mph and in the eastbound direction of 31 mph (The 85th percentile speed means the speed at which or below which 85% of all motorists are driving) Although the posted speed is 25 mph, these speeds are typical for Woodstock's characteristics At the 49th Avenue end the 85th percentile was 36 mph for westbound traffic and 34 mph for eastbound traffic

Safety. The reported vehicle crash history between 1992 and 1996 indicates that Woodstock between 39th and 52nd appears to be operating adequately from a safety perspective 39th is the only intersection on the segment of Woodstock that is on the City's most recent High Accident Location list, 1993 to 1996 However, it has a new signal improvement that should correct the problem

During the same period there were six crashes involving pedestrians In three of the cases, a pedestrian crossing Woodstock was hit by a vehicle turning left from a side street onto Woodstock. Although this is a pattern, all three crashes were at different locations

Also, during this period, one bicycle crash was reported A bicyclist ran a red light on Woodstock at 39th and was killed in a collision with an automobile

Pedestrian Crossing Opportunities. Good pedestrian crossings have these characteristics they are safe and convenient and there is minimal delay for pedestrians wishing to cross Safe pedestrian crossings are simple and have good

visibility On Woodstock the crossings are at simple four-way intersections The only visibility issues are due to parked vehicles

The delay experienced by pedestrians at signalized intersections is related to the signal cycle length The signal cycle lengths in the project are not excessive, so the delay for pedestrians crossing Woodstock at signalized locations is acceptable

Crossing opportunities at the unsignalized locations are directly related to the gaps or breaks in the traffic stream A gap must be of long enough duration for the pedestrian to cross the street comfortably Gap studies were done on Woodstock between 4 00 pm and 6 00 pm to determine the number and length of gaps Using a walking speed of less than 2 4 mph the length of an adequate gap was determined The gap study conducted at 44th Avenue concluded there would be only eleven crossing opportunities between 5 pm and 6 pm, or an average of one gap approximately every $5^{1}/_{2}$ minutes Thus, pedestrians crossing at unsignalized locations during the evening peak hour experience substantially higher delay than is desirable

Gap Crossing Analysis

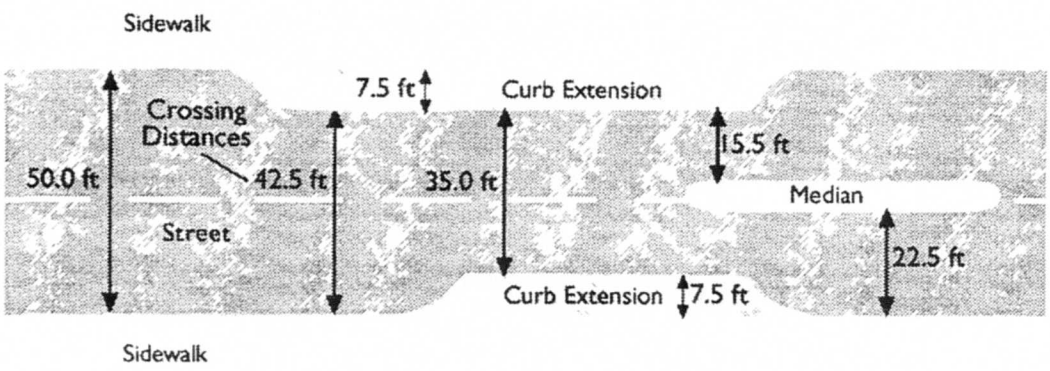


Diagram showing distances pedestrians must cross depending on street improvements.

	No curb extensions	Curb extension on one side	Curb extensions on both sides	Curb extensions and median	Median
Crossing times (seconds)	143	122	100	44	64
# of gaps at 44th Ave.	11	18	29	107	75
# of gaps at 49th Ave.	6	12	27	104	71

Chart showing effect of street improvements on number of gaps and crossing times.

2. Community Survey

The CAC and staff created a public survey that focused on sites within the project area that should be targeted for pedestrian crossing improvements More than two thousand surveys were mailed or distributed by hand to weekend shoppers 680 responses were received **The survey asked:**

- How far the respondent lived from Woodstock Boulevard
- How often the respondent shopped at neighborhood businesses
- What mode of travel the respondent used to reach Woodstock Boulevard
- How the respondent rated the safety and convenience of each intersection
- How the respondent rated the importance of transit stops, on-street parking, safe pedestrian crossings and bicycle lanes

The survey found that:

- more than eighty percent of the respondents live within eight blocks of the study area
- seventy-eight percent of respondents walk at least weekly
- fifty-one percent reported that they shop at stores on Woodstock daily, and another forty seven percent shop there weekly
- thirty-five percent said they walk to Woodstock every day, and an additional forty three percent reported they walk to this area at least once a week.

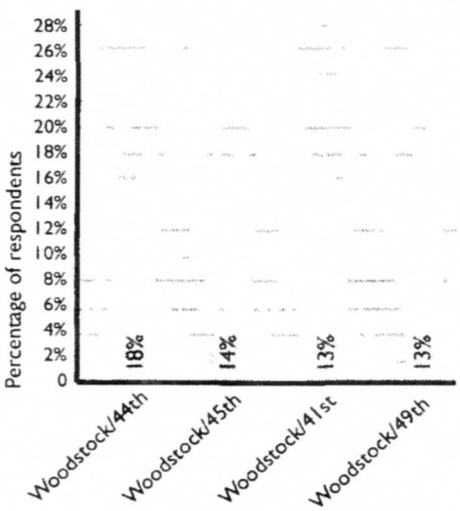
The survey asked where it would be most convenient for respondents to cross Woodstock. SE 44th, SE 45th, SE 41st and SE 49th Avenues were the top choices Respondents also were asked to rate the most difficult crossings SE 45th and SE 44th Avenues were named by more than half the respondents

Respondents cited traffic volume as the principal reason that crossings are difficult, followed by traffic speed, turning cars and drivers not seeing or not being aware of pedestrians

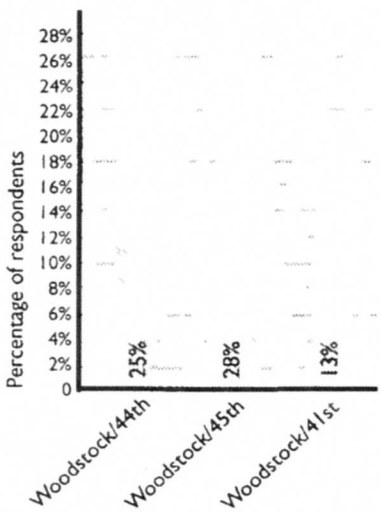
For a complete summary of survey responses, see Appendix A

The area that includes 44th and 45th Avenues was rated both most convenient location and most difficult to cross.

Where Would It Be Most Convenient to Cross Woodstock?



Where Would It Be Most Difficult to Cross Woodstock?



3. Issues and Analysis

This chapter describes the many different issues that the CAC considered in creating its recommendation to City Council It illustrates how the preferred option for one transportation mode may conflict with other transportation needs or community values

Pedestrian Improvements. The toolbox of pedestrian improvements used by the City of Portland Office of Transportation offers a diverse menu ranging from signing to traffic signals After much study of technical and financial issues, staff, along with the CAC, identified two key tools for improving pedestrian safety in the Woodstock study area curb extensions and median refuge islands

Median refuge islands. The pedestrian crossing analysis shows that median refuge islands provide the best benefit for pedestrians Median refuge islands are raised concrete islands located in the center lane They have pavement reflectors and signs to warn drivers The refuges make it easier for pedestrians to cross the street because they can cross one direction of traffic at a time A sufficient gap in one direction occurs much more frequently than a sufficient gap in both directions Using the gap study conducted at 44th Avenue, analysis shows a median refuge island would result in 75 gaps during the evening peak, or an average of one gap every 48 seconds However, because they are located in the center lane, median refuge islands can interfere with left-turn activity

Curb extensions. Curb extensions are a second preferred method for assisting pedestrian crossings A curb extension, also called a curb bulb or bulb-out, is formed by moving the curbline to extend the sidewalk area into the parking lane This reduces the crossing distance so pedestrians can

EXISTING

Stuechal '98

PROPOSED: Plan for improvements at 41st Avenue shows effect of a median refuge island and a transit curb extension.

EXISTING

PROPOSED: Curb extensions can add convenience for transit riders, as shown at 43rd Avenue.

Stuechal 97

use a shorter gap in which to cross Analysis shows curb extensions would provide 29 gaps in the evening peak, an average of one every two minutes

In addition to shortening the crossing distance and making it easier for pedestrians to cross the street, curb extensions can add convenience for transit riders The CAC saw the potential to build several transit curb extensions to serve buses on Woodstock The transit curb extensions provide space to place shelters and benches — a goal identified by the CAC

The CAC determined that median refuge islands and curb extensions at key locations would not only help pedestrians but also might slow traffic, improve bicycle safety and add character to the business area An important function of these pedestrian improvements is to create the perception that the roadway is narrower, which encourages drivers to slow down and improves safety for pedestrians, bicyclists and motorists Decorative plantings, artwork and signs on median refuge islands can build on design themes and enhance the neighborhood quality of the business district core

Without considering other modes, the best solution to pedestrian crossing problems on Woodstock would be a median refuge island at every crosswalk for the length of the study area The width of the roadway with its center turn lane would make it physically possible to build this solution However, a median refuge island located at an intersection blocks the center left turn lane Left turns must either be prohibited or they must be completed from a through lane

The project team completed an analysis of the impacts on access, capacity and circulation of medians at all the intersections along Woodstock. Such a blanket application of refuges would limit access to driveways, restrict truck turns and significantly reduce roadway capacity

The CAC decided to balance the benefit to pedestrians with the operational impacts by considering median refuge islands only at some locations, with curb extensions at others Because curb extensions may affect how easily trucks and buses can turn at corners, the CAC found it also needed to make tradeoffs in the location of these facilities The final recommendation calls for placement of median refuge islands and curb extensions where they will have the most benefit for pedestrians and acceptable impact on automobile, transit and truck traffic

The City of Portland worked with Tri-Met to relocate and consolidate bus stops to increase the benefit of the proposed curb extensions Replacing the existing bus zones with transit curb extensions creates a small increase in on-street parking capacity

Traffic Calming. Many pedestrian improvements have the effect of slowing traffic, either by installing traffic signals, by narrowing lanes or by creating the visual appearance that the lanes are narrower Slower traffic can itself make street crossing safer for pedestrians but could have the undesired effect of adding traffic congestion to Woodstock, increasing vehicle delay and air pollution and diverting some trips onto other local streets

On-Street Parking. The CAC discussed parking at length CAC members and respondents to the neighborhood survey emphasized the need to retain as much on-street parking as possible

On-street parking is seen as beneficial to pedestrians because it creates a buffer between people on the sidewalks and traffic in the roadway

Parking utilization data indicates that only a small portion of businesses in the project area rely solely on on-street parking However, the community perceived access to parking as an important component in business vitality and was ardent in its commitment to retain on-street parking

The project team conducted two parking surveys to characterize current parking patterns The first was completed during late June and early July 1997 At the time, the project team prepared an inventory of on-street and off-street parking spaces Team members analyzed parking use by noting the number of spaces occupied by vehicles during three weekday time periods (10-11 a m , 12-1 p m and 5-6 p m) and one hour on a Saturday (12-1 p m)

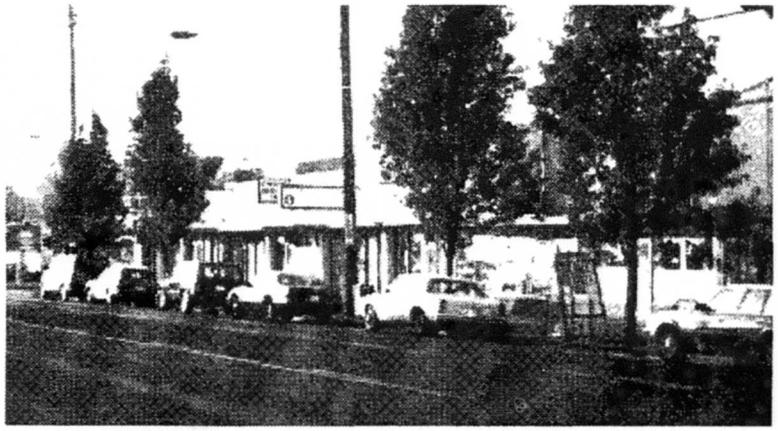
During the holiday season of 1997, the team collected additional information about on-street parking This survey was conducted to address CAC concerns about the changes in land use since the earlier parking survey Unlike the time of the June/July survey, Reed College and a new Bi-Mart store were operating during the second survey In addition, the survey studied conditions during the holiday shopping period This study collected data on one weekday and on Saturday during the same time periods as the first study

The project team looked at the data in two ways for the business district core, from SE 41st to SE 47th, and for the entire study area from SE 41st to SE 52nd

The study results found that for the entire study area (SE 41st to SE 52nd)

- during the summer, between 15 and 22 percent of on-street parking spaces were in use,
- peak use of 22 percent occurred on Saturday,
- modest increases in parking demand, from 1 to 6 percent, occurred during the holiday season

The community strongly believes that adequate parking in the business district core is essential to its vitality.



For the business district core (SE 41st to SE 47th), the study found that

- during the summer, on-street parking use was 23 to 34 percent overall,
- parking use in the business district was between 8 and 14 percent higher than for the entire study area,
- on the Saturday during the holiday season, vehicles occupied 41 percent of the available on-street parking spaces

Although available on-street parking spaces are not used fully, the CAC believes that several factors should be considered when estimating future needs

The importance of parking to current land uses. The perception of available parking is very important to the vitality of any commercial district. Much of Woodstock Boulevard is zoned for storefront commercial use, which does not require that off-street parking be provided Current business operators are very concerned that substantial loss of parking spaces would discourage customers, and other members of the community agree that adequate parking is essential to a healthy neighborhood business district

The changing nature of the boulevard. Woodstock Boulevard is changing at a rapid rate Since the beginning of the planning process, a new Bi-Mart opened, The Joinery began operating in the Standard Appliance Building, a school opened in the annex to that building, and a new owner took possession of the Wells Fargo Bank Building at SE 46th and Woodstock Increasing retail use and greater commercial investment in the area indicates that demand for on-street parking will increase

Main Street designation. Woodstock Boulevard is designated as a Main Street in the Metro Region 2040 plan This designation should help concentrate substantial redevelopment in the area, including mixed-use buildings and higher density land uses than currently exist on Woodstock Planners expect increased parking demand along with increased densities

Adding pedestrian improvements such as curb extensions may require removal of some on-street parking spaces, but only a small number on selected blocks

Transit Service. The project team, working with Tri-Met staff, looked at ways to integrate bus stops with priority locations for curb extensions They determined that it would be possible to move or consolidate bus stops in a way that would provide

- improved spacing between stops and create consistency with Tri-Met policy by placing stops every three blocks,
- improved safety for passengers by combining stops where crossing improvements have been built,
- the addition of more on-street parking by replacing long (80' - 100') bus zones with shorter (30' - 40') curb extensions, and
- the opportunity to add shelters and other street furnishings on transit curb extensions

Bicycle Improvements. Currently, bicycle lanes are in place north of the Woodstock Business District on SE 41st and south of Woodstock on SE 46th and SE 52nd, as well at each end of the project area The community was asked to determine where, if any, additional bicycle lanes should be striped The resulting alternatives presented later in this document offer a series of tradeoffs necessary to balance bicycle improvements with other transportation features

Through the business district core on Woodstock Boulevard, the roadway is 50 feet wide If the roadway were five feet wider, it could accommodate existing traffic lanes, a center turn lane, on-street parking and bicycle lanes on both sides for the full length of the study area However, the current roadway is not wide enough to accommodate all these uses

Two possible changes in roadway configuration that would allow bicycle lanes to be striped for the entire length of the project area were analyzed These are

- **Eliminate the center turn lane.** This would provide enough space to stripe a bicycle lane along Woodstock in each direction while maintaining on-street parking and preserving a travel lane in each direction
- **Remove on-street parking along one side of the street.** This action would provide enough room to stripe bicycle lanes on each side of the street while maintaining a travel lane in each direction and the center turn lane

Results of the analysis are presented in the next section in the discussion of the alternatives.

Truck and Automobile Access. This is a key issue for businesses along Woodstock. It was important to make sure that pedestrian improvements did not interfere with the access of delivery trucks to driveways and loading areas or the access of motorists to on-site parking

Access by motorists to on-site parking is a key issue for businesses along Woodstock.

4. Alternatives

Staff analyzed every intersection for pedestrian crossing improvements, considering existing geometry, truck access, transit needs, on-street parking, land use and property access All practical pedestrian crossing improvements were identified at each location These improvements were then evaluated in light of the issues and the community responses, and on this basis the CAC and project team developed alternative scenarios for transportation improvements on Woodstock Boulevard The alternatives offer different locations and types of pedestrian crossing improvements, bus stop relocation and redesign, and varying degrees of bicycle lane striping to illustrate the tradeoffs between adding pedestrian improvements, adding amenities for transit users, adding bicycle lanes and preserving on-street parking

Center Turn Lane Removal. None of the alternatives includes removing the center turn lane A traffic capacity analysis determined that, with the removal of the center turn lane, the level of service (LOS) on this stretch of Woodstock Boulevard would fall from a "C" to an "F" (This rating system is similar to a report card, with "A" the best and "F" indicating a failing system) The analysis indicates that the current stop delay (the average length of time cars are stopped) is approximately 19 seconds With the removal of the center lane, modeling analysis showed that the stop delay in the peak hour would increase to more than 1000 seconds (16 minutes)

Analysts compared traffic on Woodstock to that on Division and Milwaukie, two other

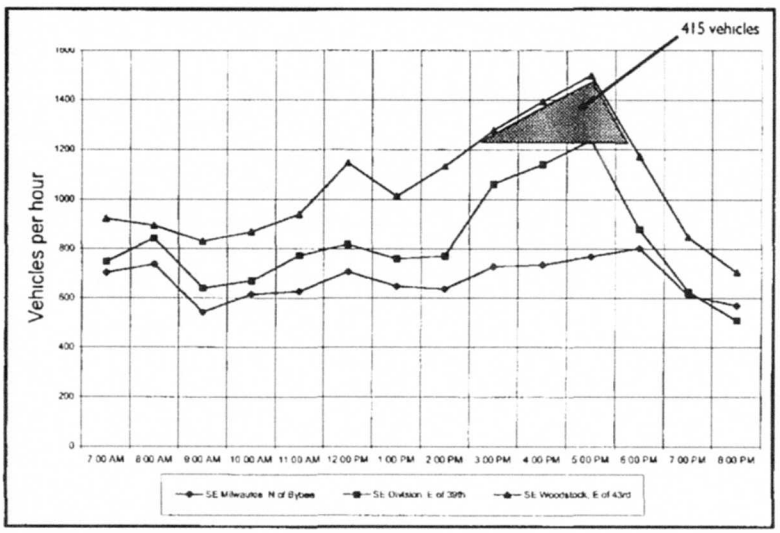
neighborhood collectors They found that although Woodstock has more traffic than the other two streets — almost twice as much as Milwaukie — traffic flows more freely on Woodstock because of the center turn lane The peak hour flow of traffic on Division Street, with two lanes, is substantially lower than the peak hour volume of traffic on Woodstock If Woodstock were changed to two-lane operation, 415 vehicles would have to be diverted over a two-hour period to achieve a peak hour volume similar to Division Street

Elimination of the center turn lane would also remove the potential to build median refuge islands The median refuge island is the preferred method for improving pedestrian crossings on Woodstock.

On-Street Parking Removal.

Alternative 3 includes bicycle lanes for the entire length of the project The lanes are accommodated by removing parking on one side of the street, which also eliminates the option of building curb extensions on that side

Community businesses and residents perceive parking on both sides of the street as critical to maintaining and improving this important neighborhood shopping area, as well as to helping Woodstock serve its Main Street function in the context of regional growth goals



***STREET VOLUME PROFILE** Above graph compares operation of Woodstock Blvd. during peak hour with SE Milwaukie and SE Division. If Woodstock were changed from three-lane to two-lane operation, 415 vehicles would be diverted over the peak period.*

Truck Turning Movements.

The curb return radii, side street width and on-street parking condition all vary among the different intersections This has implications for the placement of median refuge islands and curb extensions, which is constrained at some intersections by the need to accommodate large trucks and protect their access to businesses

Landscaping.

Where possible, median refuge islands are located to provide a landscaped area in the center of the street to enhance the appearance and identity of the business district and to slow traffic

Four alternatives were developed in the first round:

Alternative 1 offers the most pedestrian improvements that can be provided without installing traffic signals Alternative 1 includes

- Five median refuge islands
- Curb extensions at eight intersections
- Bus stops moved and paired at intersections
- Two blocks of new bicycle lane striping at the west end of the study area, from SE 39th to SE 41st
- No loss of on-street parking

Alternatives 2a, 2b and 3 are based on the assumptions of Alternative 1 They include the tradeoffs necessary to increase bicycle lanes to varying degrees

Alternative 2a is based on Alternative 1, with the following changes

- Adds bicycle lanes at the project's east end from SE 49th to SE 52nd
- Eliminates curb extensions on the south side of Woodstock at SE 50th
- Eliminates approximately 30 on-street parking spaces

Alternative 2b is based on Alternative 1, with the following changes

- Adds bicycle lanes at the project's west end from SE 39th to SE 42nd
- Adds bicycle lanes at the project's east end from SE 47th to 52nd
- Eliminates curb extensions on the south side of Woodstock east of SE 47th
- Eliminates median refuge islands east of SE 47th
- Eliminates approximately 50 on-street parking spaces

Alternative 3 is based on Alternative 1, with the following changes

- Adds bicycle lanes throughout the project, from SE 39th to SE 52nd
- Eliminates all on-street parking on the north side of the street between SE 39th and SE 46th, and all on-street parking on the south side between SE 46th and SE 52nd for a net loss of 80 on-street parking spaces
- Eliminates potential for curb extensions on the sides of the street where parking is removed

These four scenarios were the subject of extensive discussion among the CAC members and among those present at a public open house on November 19, 1997, attended by more than 100 interested community members

ABOVE: More than 100 community members attended a public workshop in November, 1997, to review the four alternatives.

LEFT: Jeff Smith of the City's Bicycle Program reviews bicycle impacts with a citizen.

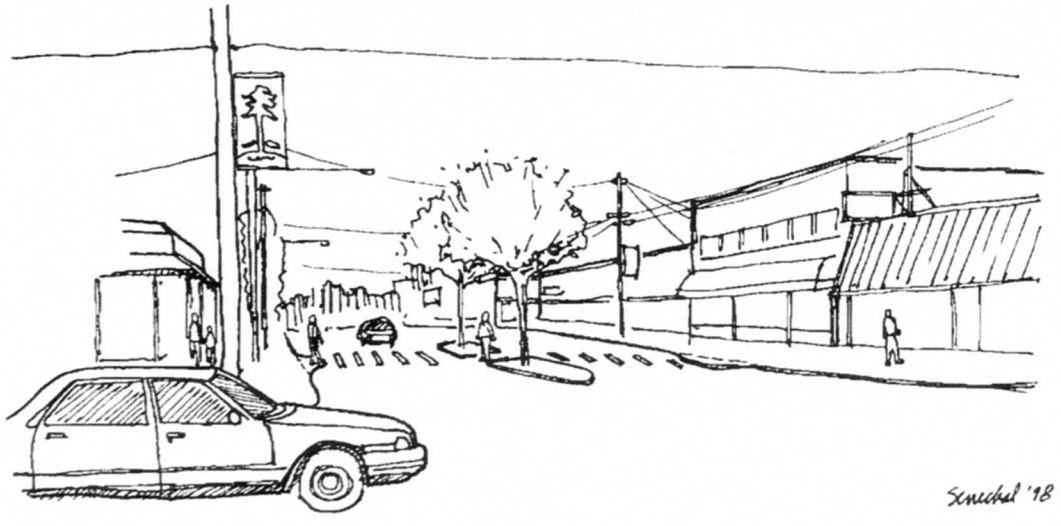
Taking into account the comments received at the open house and from the Woodstock business community, the CAC asked staff to examine a new alternative that would include a mid-block crosswalk at the most desired crossing location

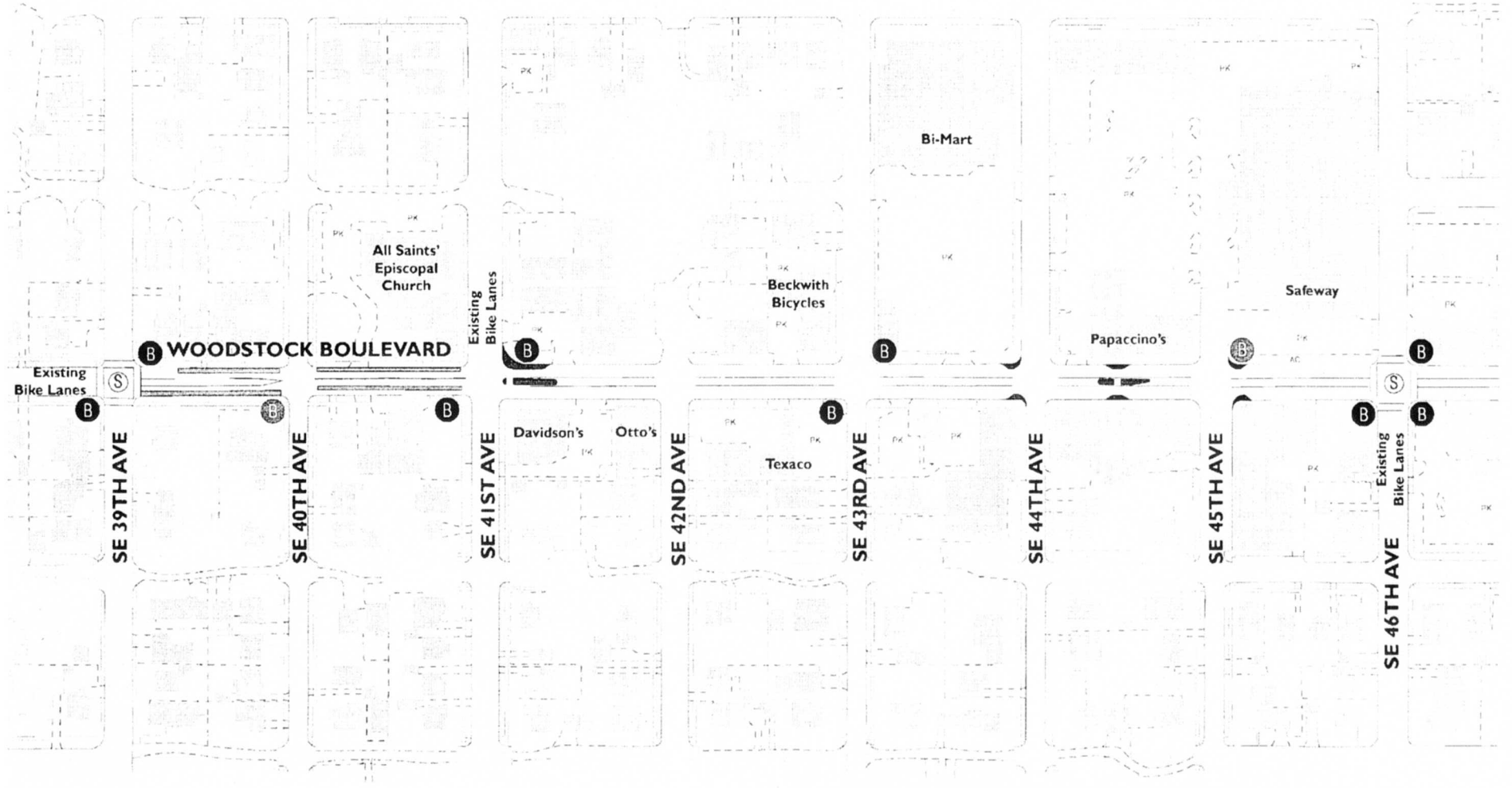
Alternative 4 incorporates some elements of each of the original four alternatives It includes

- Bicycle lanes from SE 39th to SE 41st
- Four median refuge islands at intersections
- Curb extensions at seven intersections
- A new mid-block crosswalk across Woodstock between SE 44th and SE 45th, with curb extensions, signs and a median refuge island
- Stencils on roadways throughout project area reminding bikes, buses and cars to "share the road"

EXISTING

PROPOSED: A new mid-block crosswalk between 44th and 45th will greatly improve pedestrian safety and convenience without impeding delivery truck access to adjacent businesses.





ALTERNATIVE 4 - PHASE ONE

Woodstock Boulevard Pedestrian Plan - Draft

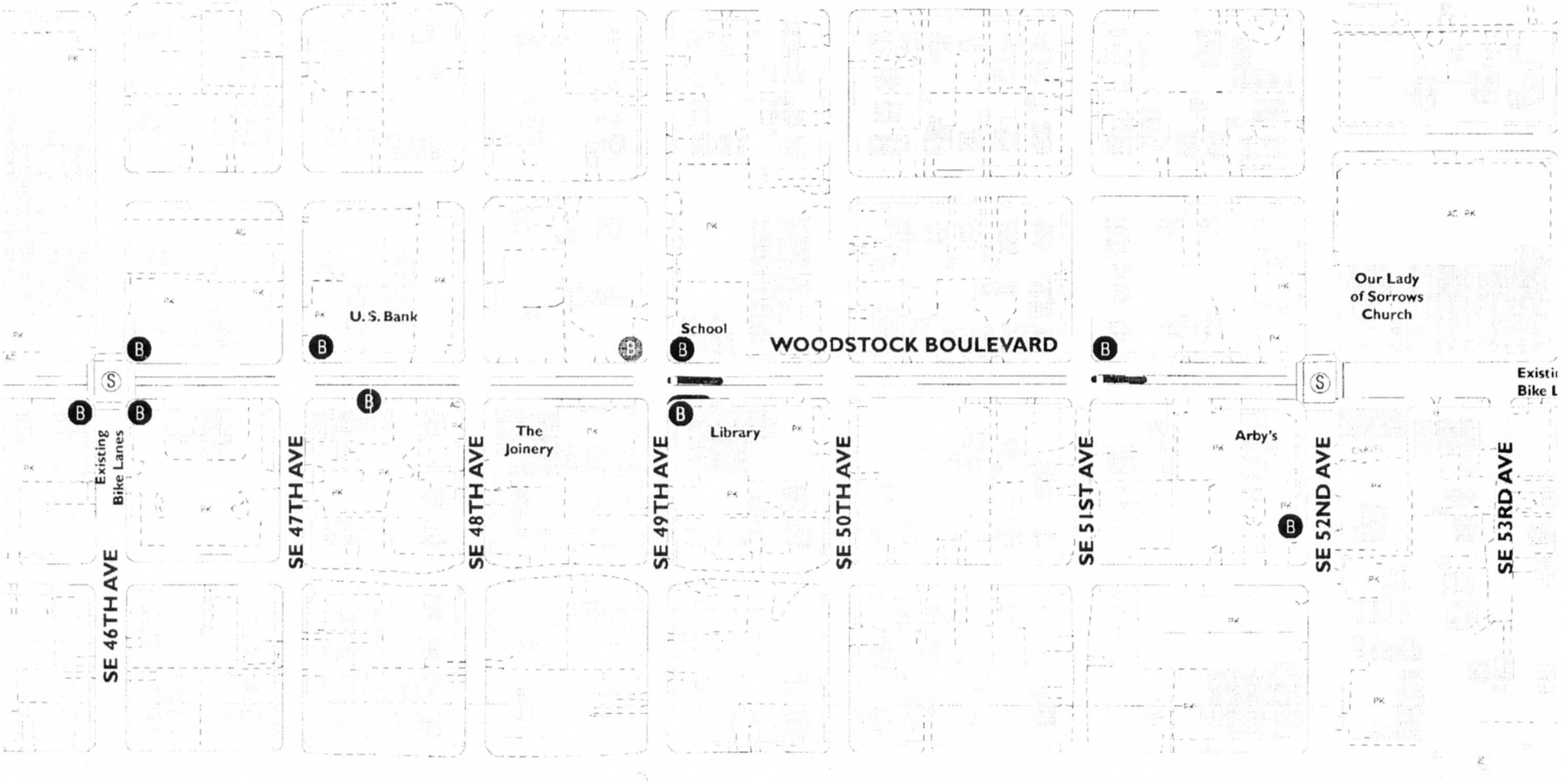
City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND — **SCALE: 1" = 150'**

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existing
- Traffic Signal - Proposed
- Bike Lane - Proposed

35770



ALTERNATIVE 4 - PHASE ONE

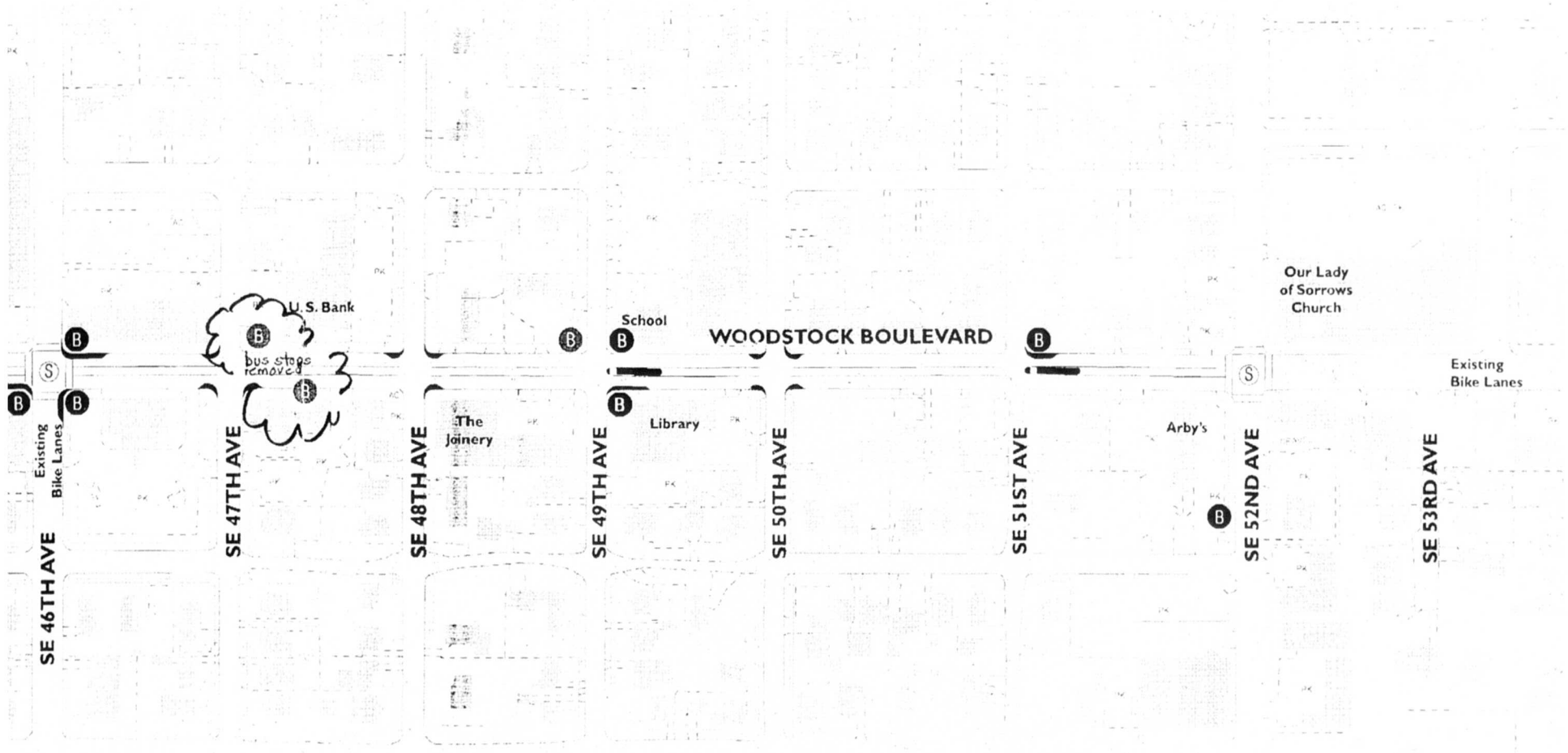
Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND **SCALE: 1"**

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existi
- Traffic Signal - Propo
- Bike Lane - Propos



LTERNATIVE 4 – AMENDED RECOMMENDATION

adopted 2/17/99

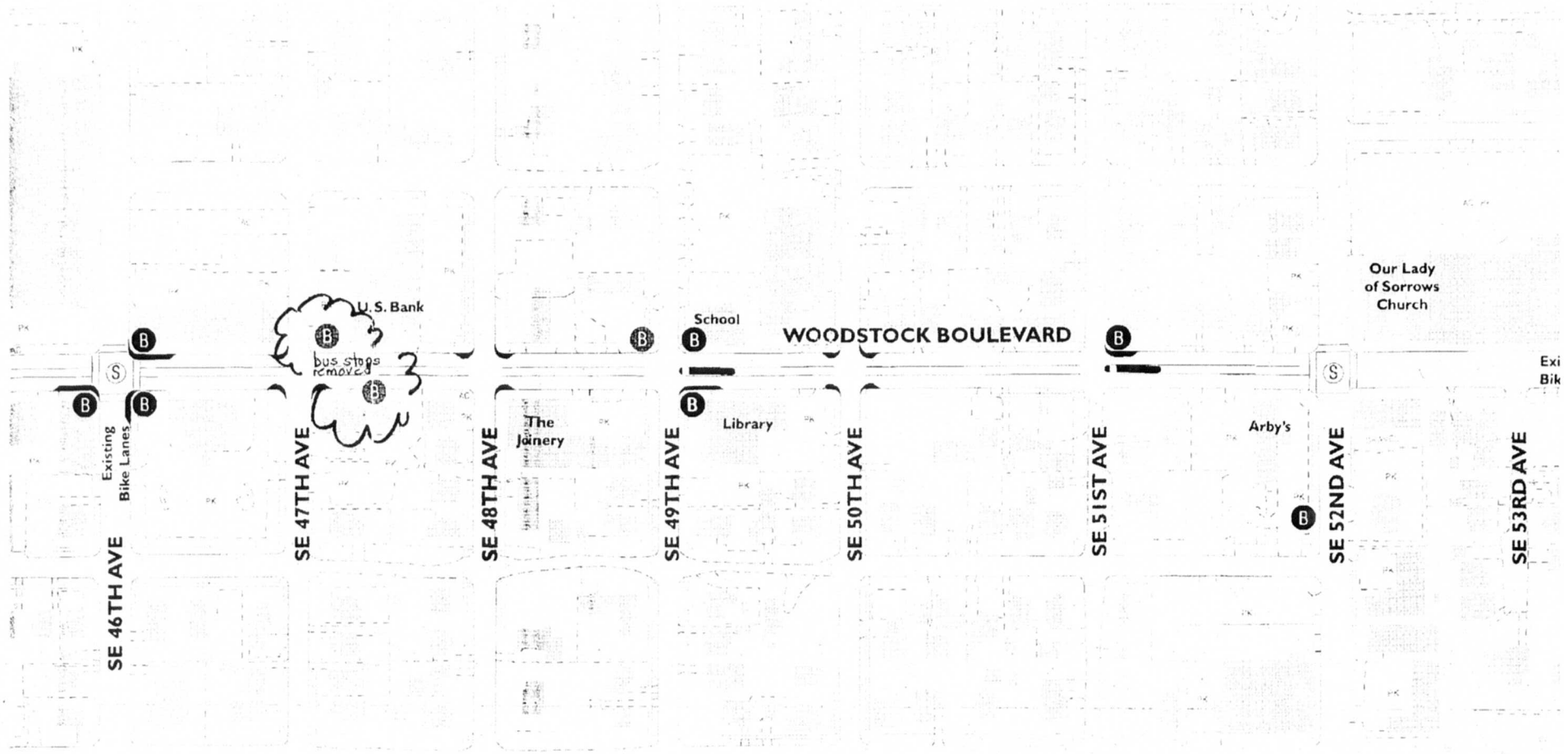
/oodstock Boulevard Pedestrian Plan
ty of Portland Office of Transportation
edestrian Transportation Program

ebruary 1999

LEGEND — **SCALE: 1" = 150'**

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existing
- Traffic Signal - Proposed
- Bike Lane - Proposed

35770



ALTERNATIVE 4 – AMENDED RECOMMENDATION

adopted 2/17/99

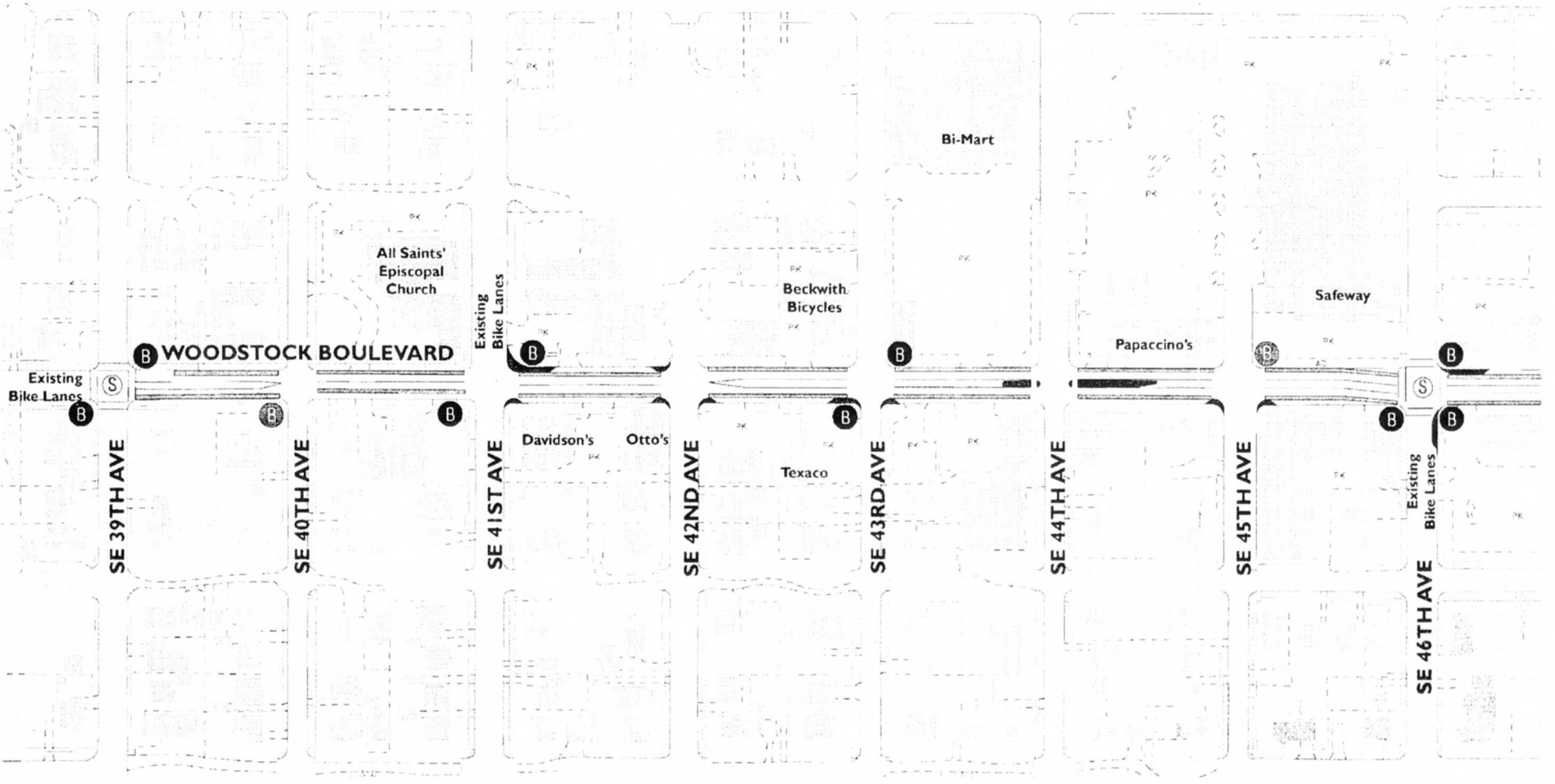
Woodstock Boulevard Pedestrian Plan
City of Portland Office of Transportation
Pedestrian Transportation Program

February 1999

LEGEND SCALE: 1

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Exist
- Traffic Signal - Prop
- Bike Lane - Propo

PAGE 2



ERNATIVE 3

odstock Boulevard Pedestrian Plan - Draft

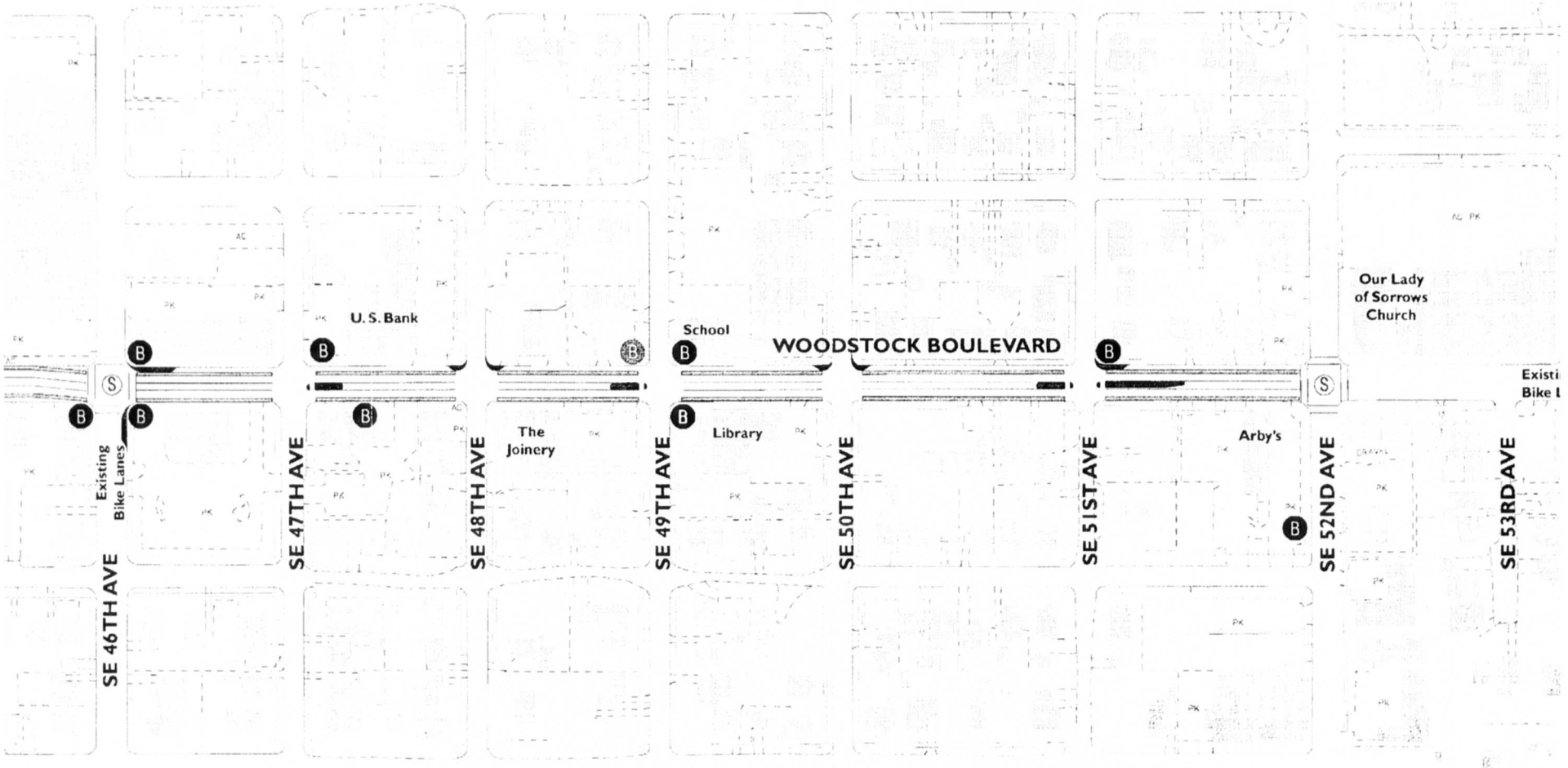
of Portland Office Of Transportation
strian Transportation Program

ary 1999

LEGEND — **SCALE: 1" = 150'**

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existing
- Traffic Signal - Proposed
- Bike Lane - Proposed

35770



ALTERNATIVE 3

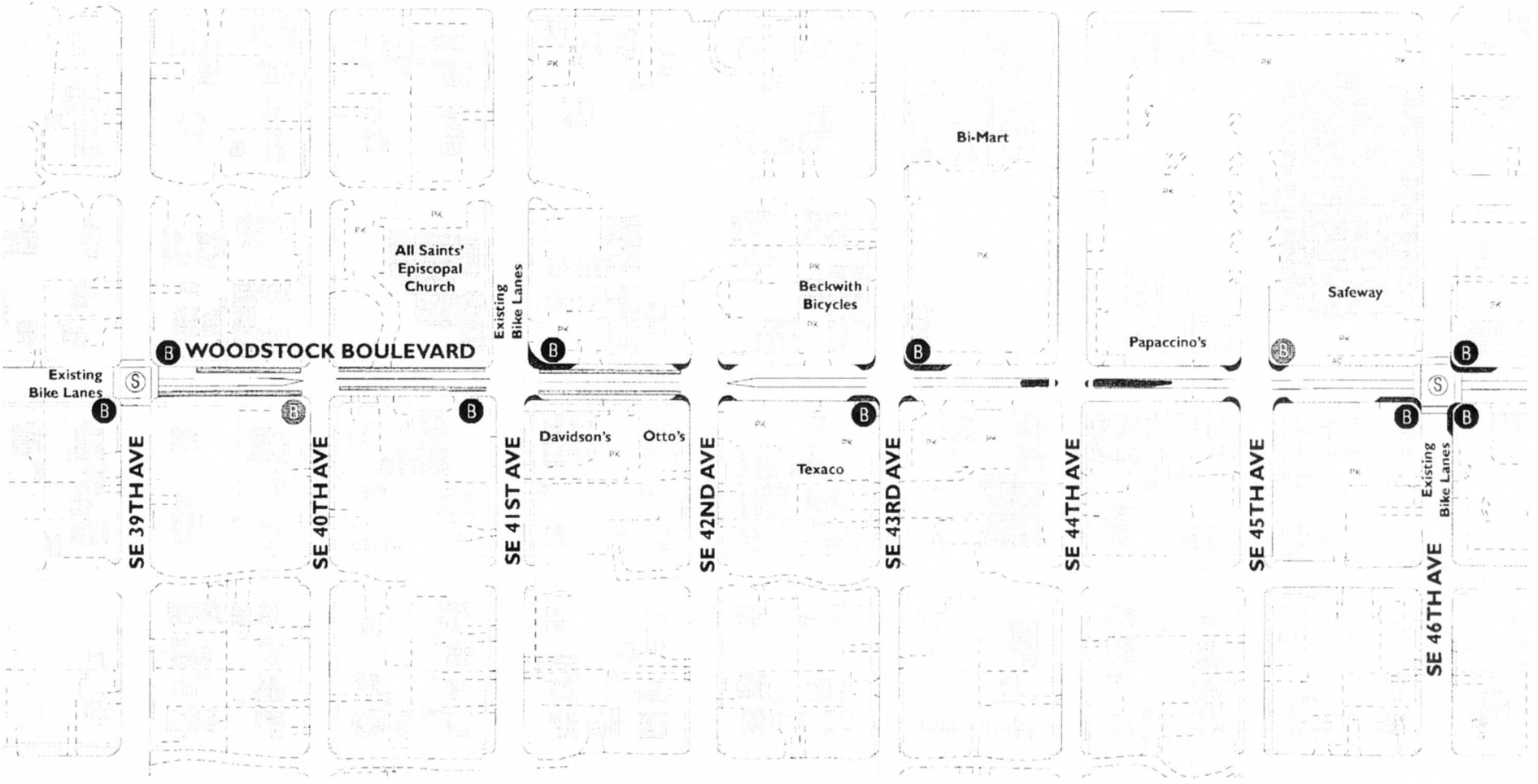
Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND SCALE: 1"

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existi
- Traffic Signal - Propo
- Bike Lane - Propos



ERNATIVE 2B

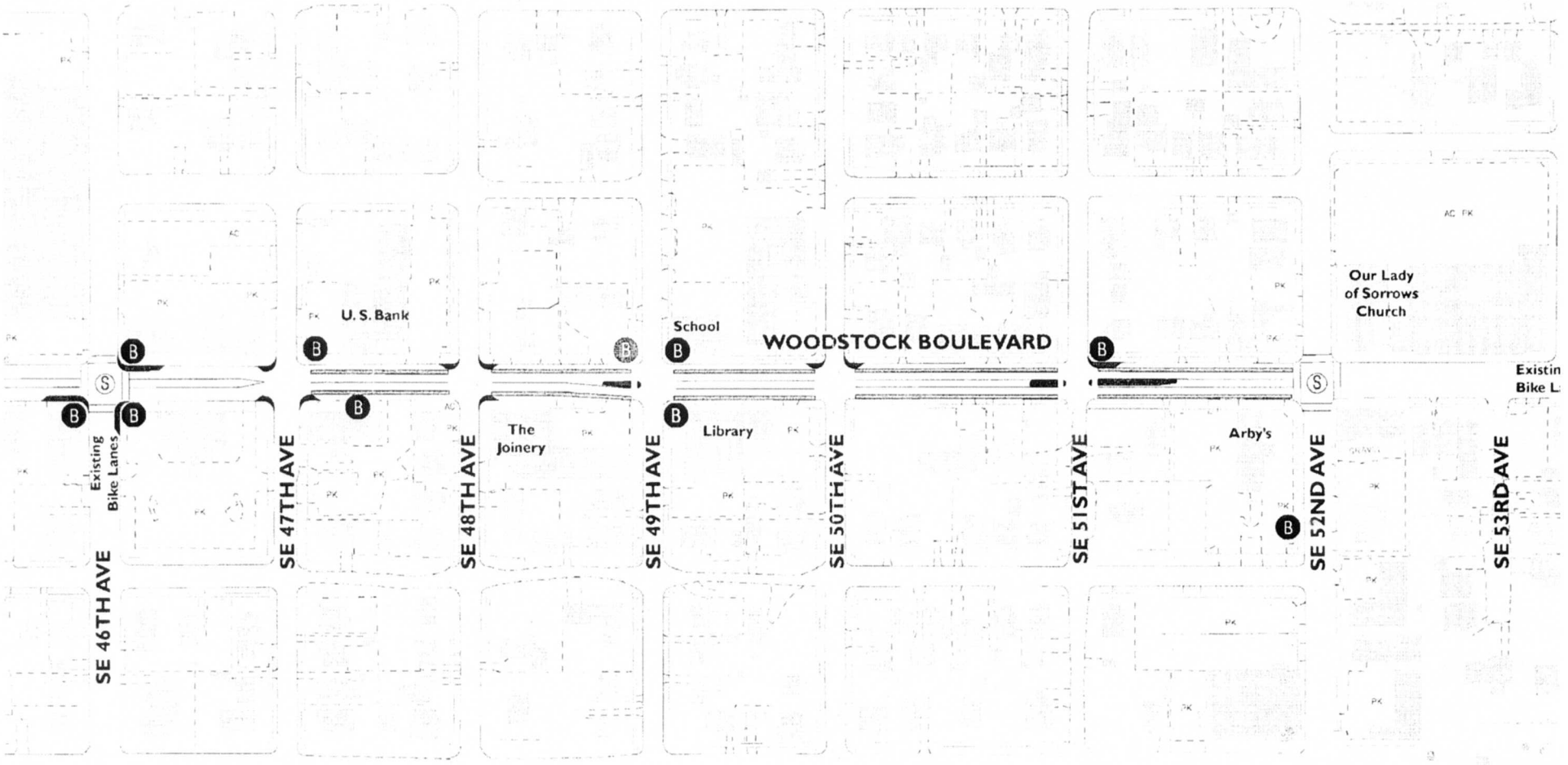
odstock Boulevard Pedestrian Plan - Draft

of Portland Office Of Transportation
strian Transportation Program

ary 1999

LEGEND	SCALE: 1" = 150'
Curb Extension	Traffic Signal - Existing
Median Island Refuge	Traffic Signal - Proposed
Bus Stop - Existing/Proposed	Bike Lane - Proposed
Bus Stop - To Be Removed	

35770



ALTERNATIVE 2B

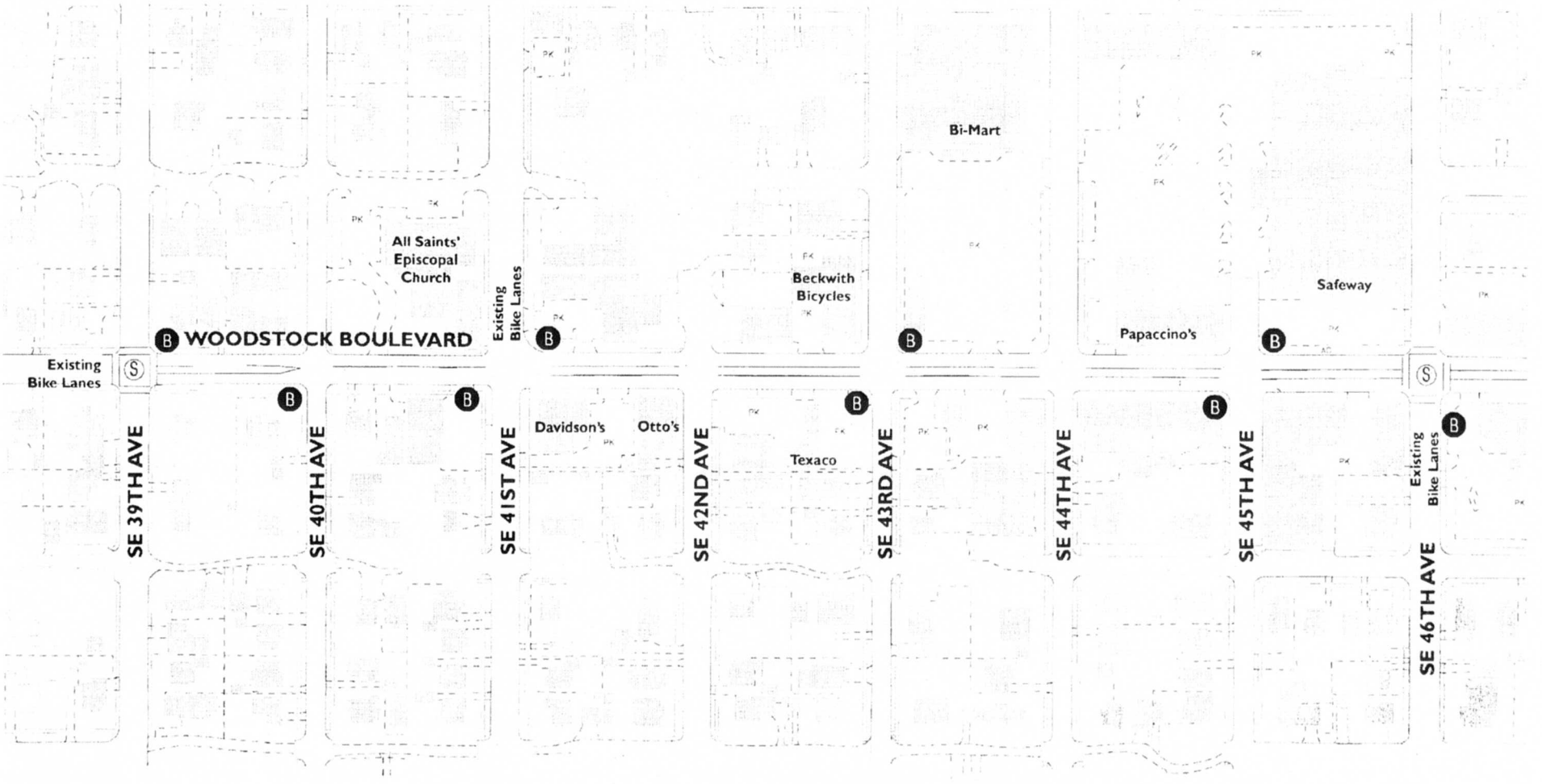
Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND SCALE: 1"

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existi
- Traffic Signal - Propo
- Bike Lane - Propos



ISTING CONDITIONS

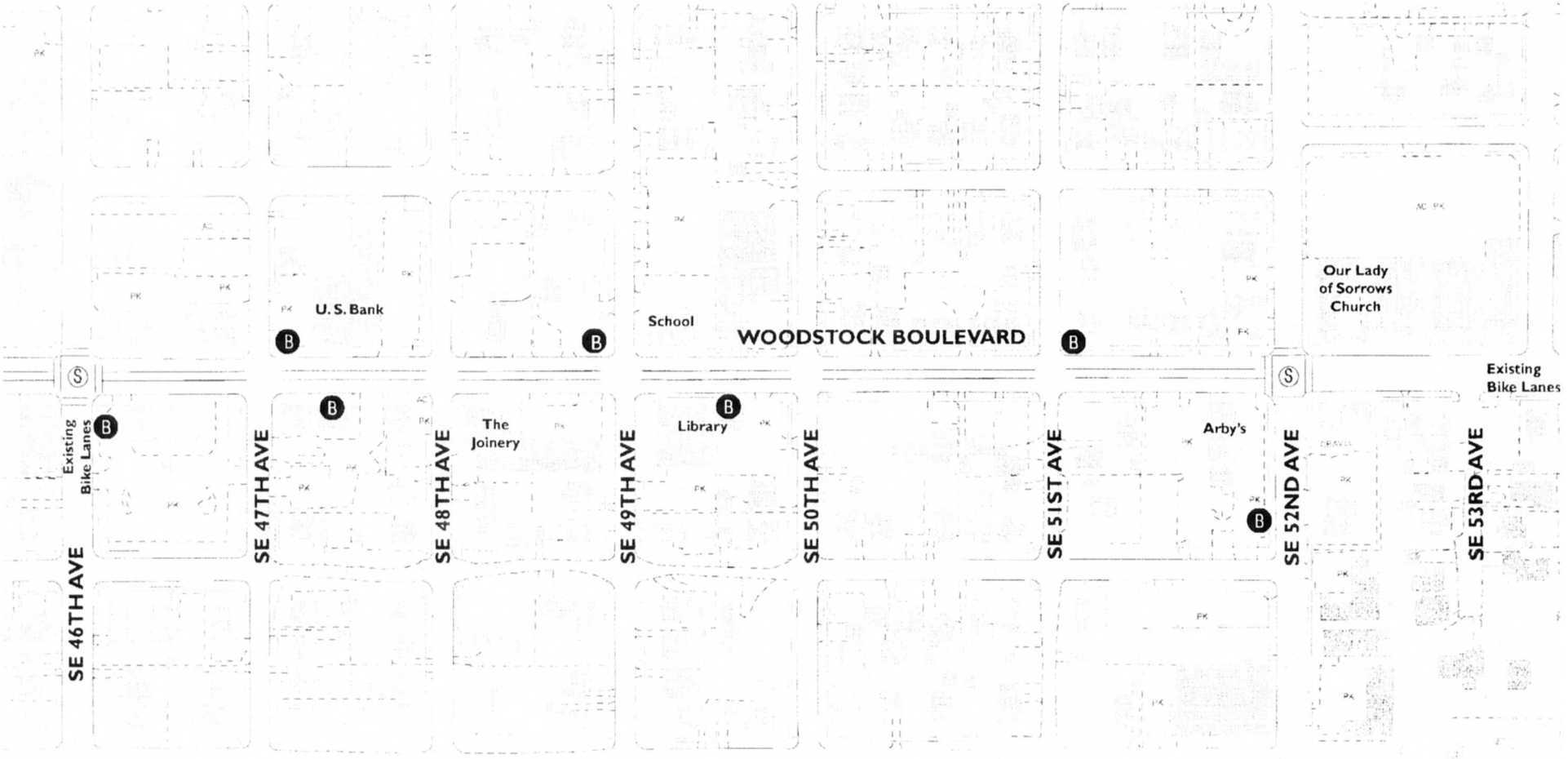
oodstock Boulevard Pedestrian Plan - Draft

y of Portland Office Of Transportation
destrian Transportation Program

nuary 1999

LEGEND	SCALE: 1" = 150'
B Bus Stop - Existing	
S Traffic Signal - Existing	

35770



EXISTING CONDITIONS

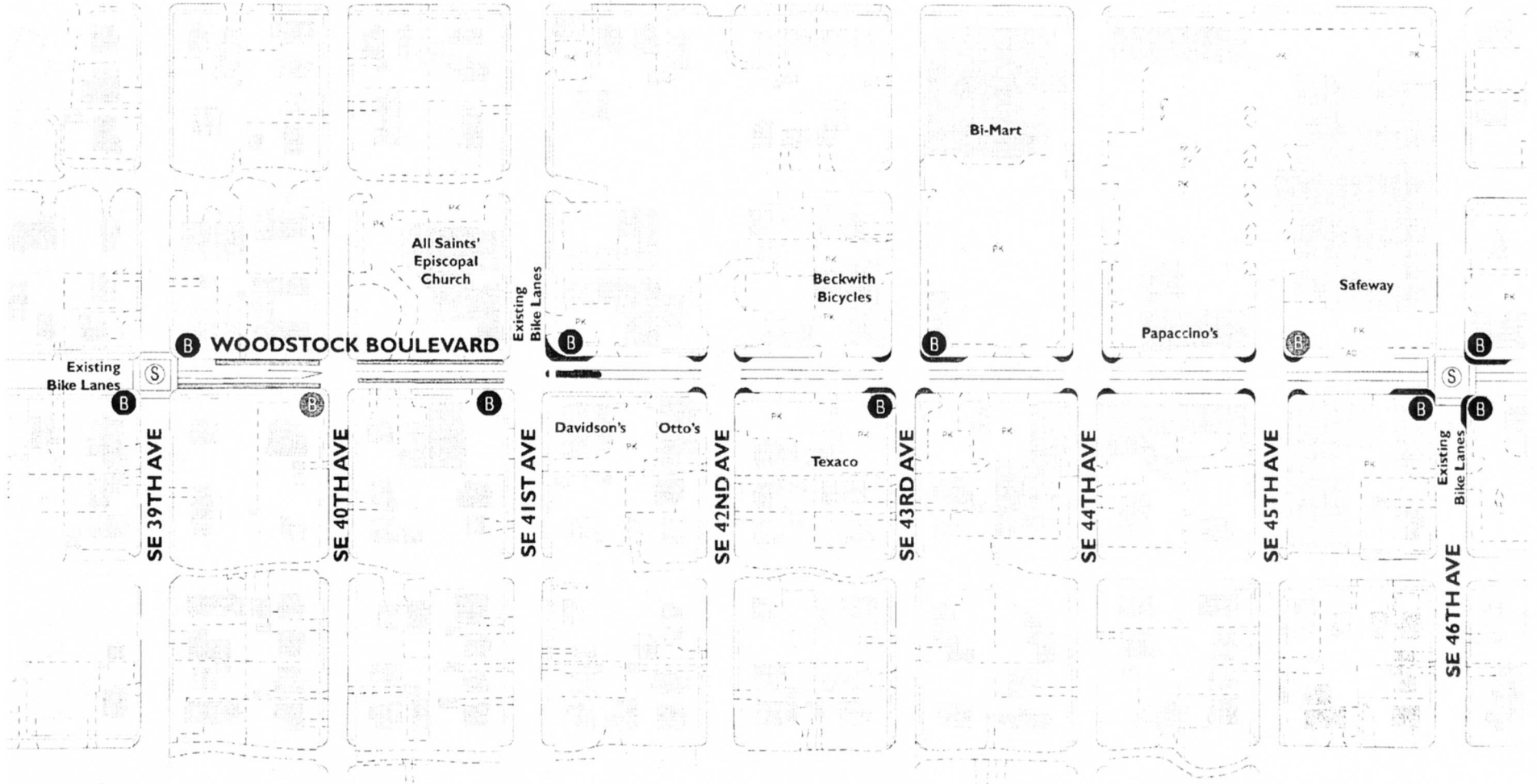
Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND SCALE: 1" =

- (B) Bus Stop - Existing
- (S) Traffic Signal - Existing



TERNATIVE 1

oodstock Boulevard Pedestrian Plan - Draft

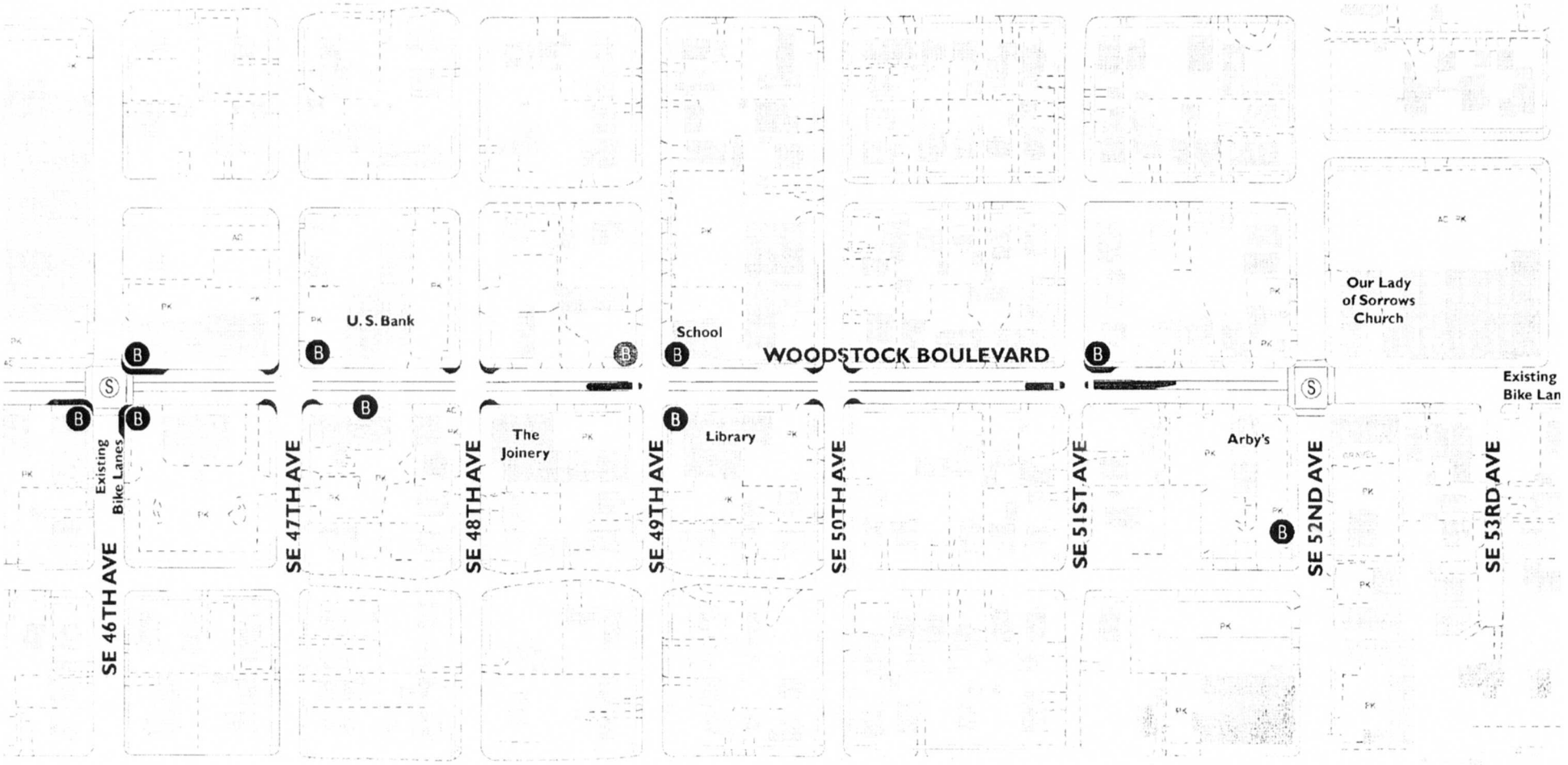
y of Portland Office Of Transportation
estrian Transportation Program

uary 1999

LEGEND — **SCALE: 1' = 150'**

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existing
- Traffic Signal - Proposed
- Bike Lane - Proposed

35770



ALTERNATIVE 1

Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

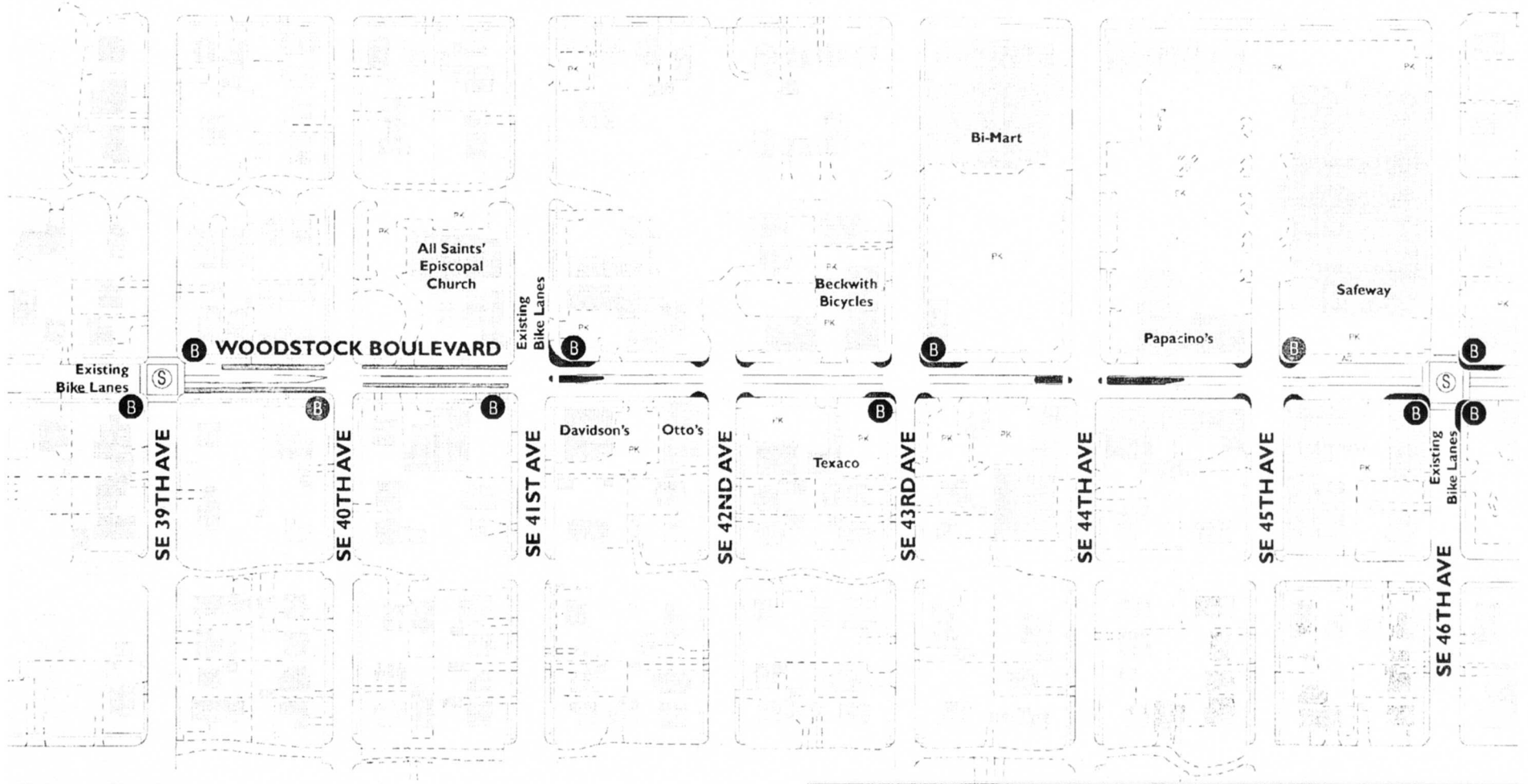
January 1999

LEGEND SCALE: 1" =

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existin
- Traffic Signal - Propos
- Bike Lane - Propose

PAGE 2 O

35770



TERNATIVE 2A

oodstock Boulevard Pedestrian Plan - Draft

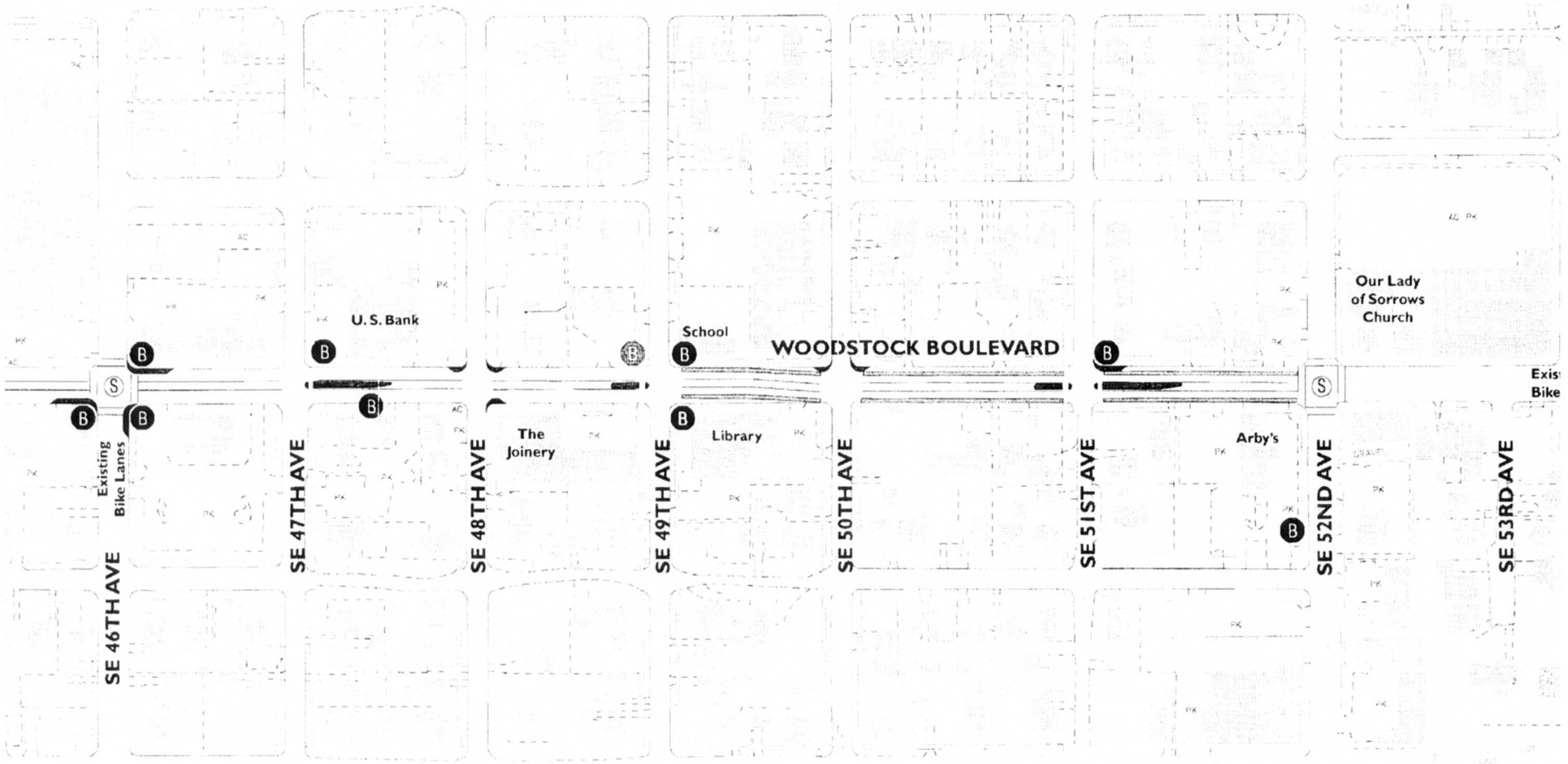
y of Portland Office Of Transportation
lestrian Transportation Program

uary 1999

LEGEND — **SCALE: 1" = 150'**

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existing
- Traffic Signal - Proposed
- Bike Lane - Proposed

35770



ALTERNATIVE 2A

Woodstock Boulevard Pedestrian Plan - Draft

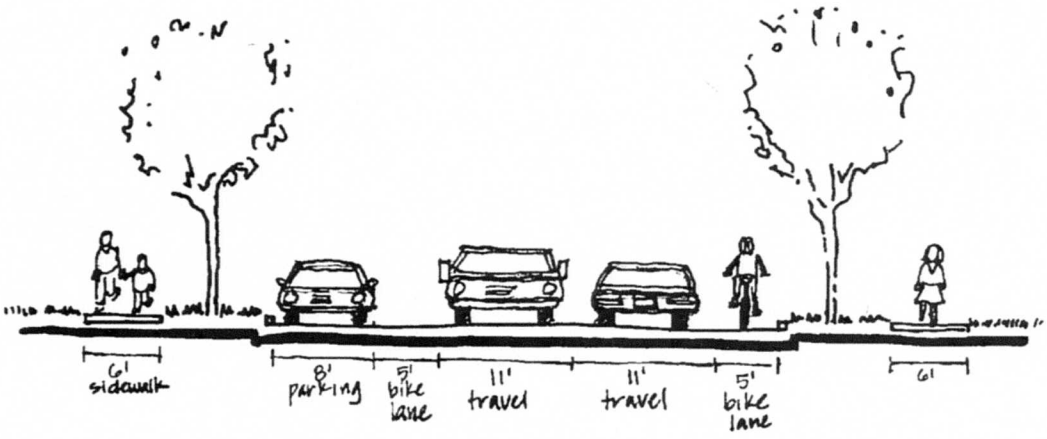
City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND SCALE: 1" =

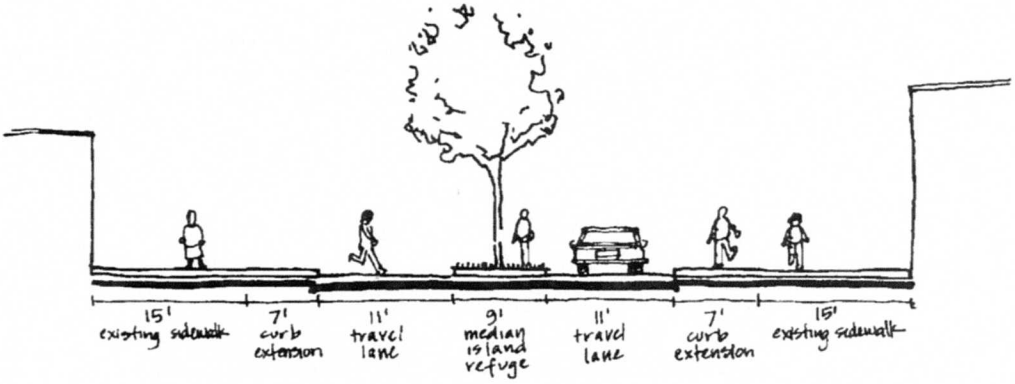
- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Existin
- Traffic Signal - Propos
- Bike Lane - Propose

PAGE 2 O

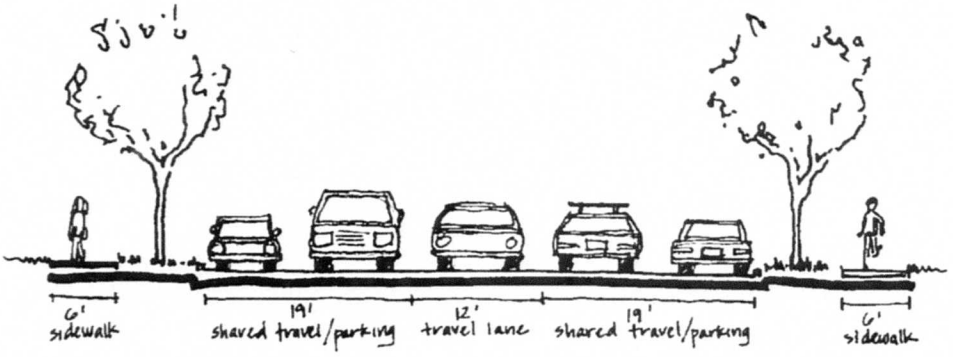


Cross-sections illustrate how many transportation needs and values will be balanced in a limited roadway width

Proposed cross-section with bike lanes — Woodstock between 40th and 41st Avenues



Proposed cross-section with curb extensions and median island refuges — Woodstock between 44th and 45th Avenues



Proposed cross-section at Woodstock between 50th and 51st Avenues.

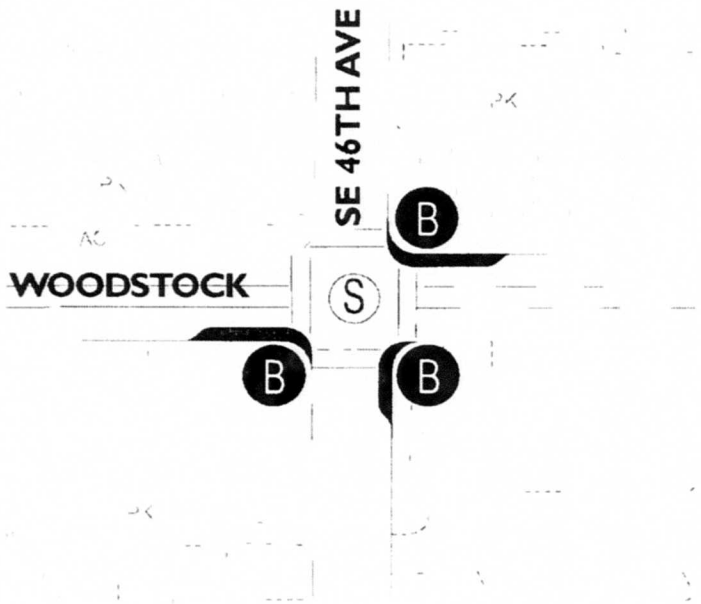
Some changes in the median refuge island and curb extension locations resulted from discussions with local businesses regarding delivery truck sizes and routes The CAC initiated the addition of a mid-block crossing because the auto and truck access patterns make placement of median refuge islands at nearby intersections unacceptable

Based on local land uses and pedestrian patterns, members felt that this mid-block crossing would be well-used and an important safety feature The mid-block crossing will remove two on-street parking spaces on each side of the street CAC members felt that pedestrian safety warranted the removal of a small number of parking spaces

After a second open house on April 1, 1998, and extensive CAC discussion, staff offered an additional alternative, called **Alternative 4a**, which called for adding two more blocks of bicycle lanes at the east end of the study area, from SE 50th to SE 52nd The CAC chose not to accept this alternative for five reasons

- The two additional blocks would not connect to existing bicycle lanes Currently, Woodstock has no bicycle lanes between SE 39th and SE 53rd Adding striped bicycle lanes from SE 50th to SE 52nd would not create a connection to existing lanes
- Cycling advocates present at the CAC meeting said that adding bicycle lanes in these two blocks would not substantially improve cycling safety
- Striping two additional blocks of bicycle lanes would eliminate some pedestrian improvements, including curb extensions at the southeast side of the SE 50th intersection and would require intersection restriping, signal work and parking removal on the southeast and southwest legs of the intersection
- Ramona between 41st and 46th Avenues provides bicyclists with an option for travel since it is part of the 40's N/S bikeway route
- Striping two additional blocks of bike lanes would encourage more lanes to be painted toward the commercial district at a later date, a concept the CAC rejected

The CAC respectfully recommends to Portland City Council the implementation of Alternative 4



LEGEND		SCALE: N.T.S
Curb Extension	Traffic Signal - Existing	
Median Island Refuge	Traffic Signal - Proposed	
Bus Stop - Existing/Proposed	Bike Lane - Proposed	
Bus Stop - To Be Removed		

PAGE 1 OF 1

Bus Stop Improvements at 46th Avenue To Be Funded by Tri-Met

Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

5. Improvement Schedule

The City of Portland Pedestrian Transportation Program has received a federal ISTEA grant that will allow construction of some improvements included in the recommended alternative Based on community input, the CAC has selected the following projects to be completed during Phase One

Striping of bicycle lanes between SE 39th Ave and SE 41st Ave

Curb extensions on the northeast corner of SE 41st, on the northwest and southwest corners of SE 44th, on the northeast and southeast corner of SE 45th, on the southeast corner of SE 49th, and on both the north and south sides of Woodstock mid-block between SE 44th and 45th

Median islands at the east end of the intersections at SE 41st, SE 49th and SE 51st, and mid- block between SE 44th and 45th, and

New bus stops on the north side of the street at the northeast corners of SE 39th, SE 41st, SE 43rd, SE 46th, SE 47th, SE 49th and SE 51st;

New bus stops on the south side of the street at the southwest corners of SE 39th, SE 41st, SE 43rd, SE 46th, at the southeast corners at SE 46th and SE 49th, and mid-block between SE 47th and SE 48th

Design is scheduled for winter 1999 Construction is planned between June and August 1999

Future planned improvements include

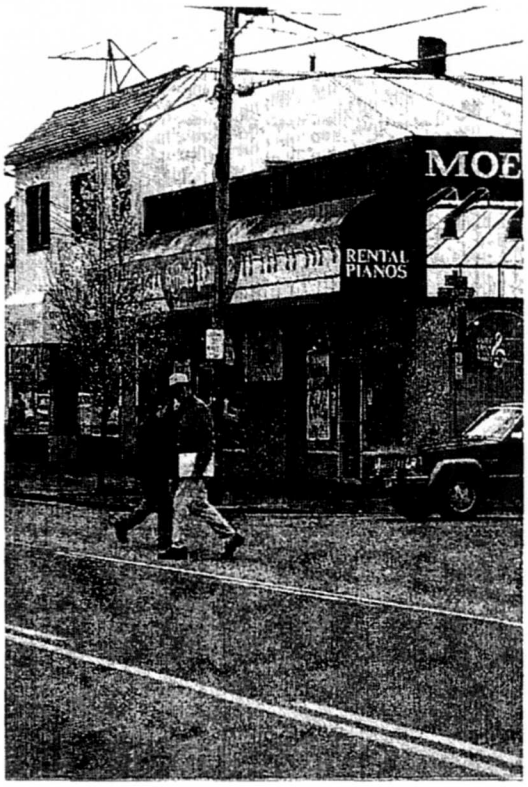
- Curb extensions at four corners of SE 43rd, and SE 50th,
- Curb extensions on the west side of the intersection at SE 45th,
- Curb extensions at the southwest, southeast and northeast corners of SE 46th,
- Curb extensions at the northwest, southwest and southeast corners of SE 47th,
- Curb extensions at the northwest, northeast and southeast corners of SE 48th, and
- A traffic signal at SE 44th, if warranted

The timing of future construction will depend on the availability of funding

Appendix

35770

WOODSTOCK BOULEVARD PEDESTRIAN PROJECT



The City of Portland Pedestrian Transportation Program is starting a project along Woodstock Boulevard from 39th Avenue to 52nd Avenue The project will identify and construct improvements to increase safety and access for pedestrians

This survey is one of the first steps in obtaining the community's view on pedestrian crossing and safety issues along Woodstock Boulevard

Your input is very important to ensure the improvements selected and constructed fit the desires of the community Please take a few moments to fill out this survey

Your comments should be received by April 25, 1997, for them to be incorporated into the project Send the completed survey to the Pedestrian Transportation Program using the enclosed postage-paid envelope

This project is funded through a grant received by the City of Portland Office of Transportation

If you have any questions about the project, call Chris Armes, Project Manager, at 823-7051/ TDD 823-6868

TELL US ABOUT YOURSELF PERCENTAGE OF RESPONDENTS

1. **How close to Woodstock Boulevard do you live? (circle one)**

   under 4 blocks **48%** 4 - 8 blocks **33%** over 8 blocks **19%**

2. **How do you usually get to Woodstock Boulevard? (circle one)**

   Walk **46%** Drive **49%** Bike **4%** Bus **1%**

3. **How often do you shop at the businesses along Woodstock Boulevard? (circle one)**

   Daily **51%** Once a Week **47%** Once a Month **2%** Never

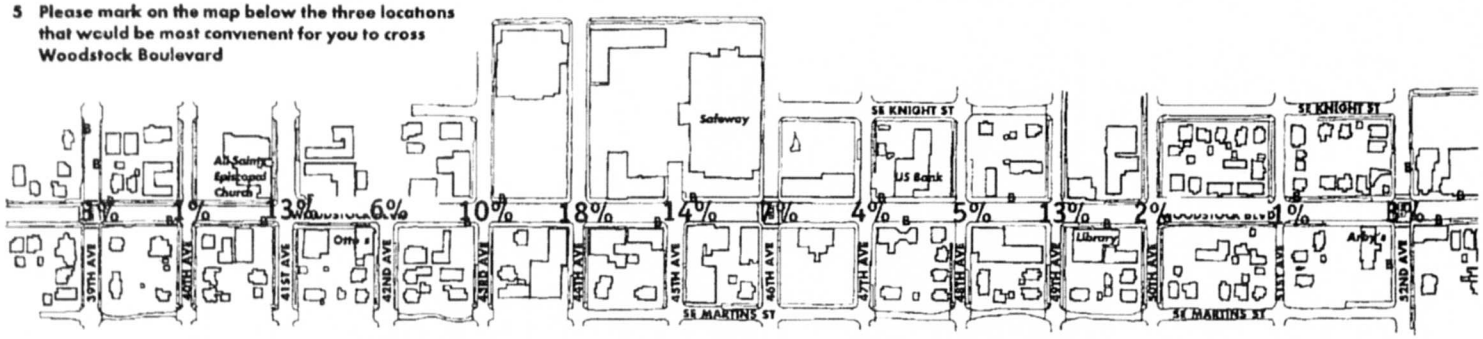
4. **How often do you walk along Woodstock Boulevard? (circle one)**

   Daily **35%** Weekly **42%** Monthly **16%** Never **7%**

TELL US ABOUT WOODSTOCK BOULEVARD

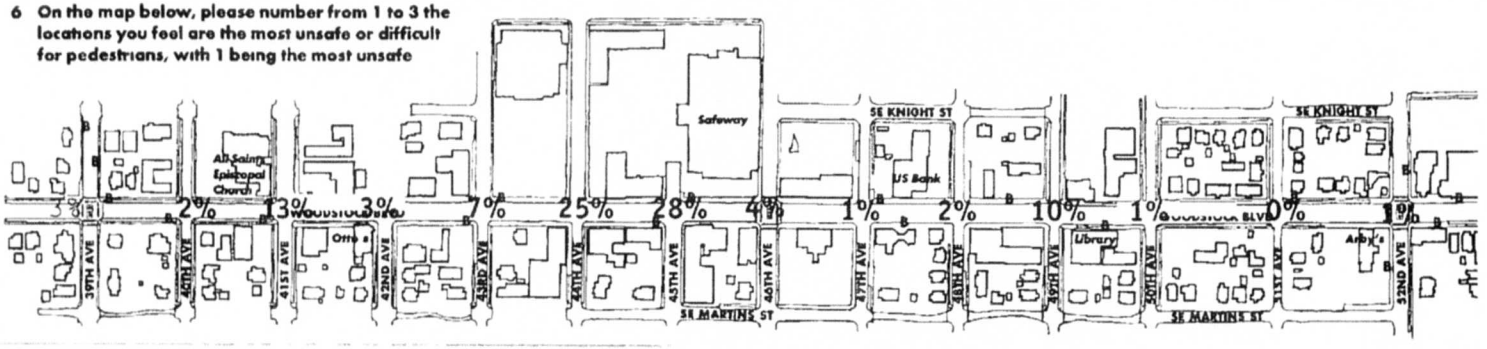
PERCENTAGE OF RESPONDENTS

5 Please mark on the map below the three locations that would be most convienent for you to cross Woodstock Boulevard



PERCENTAGE OF RESPONDENTS

6 On the map below, please number from 1 to 3 the locations you feel are the most unsafe or difficult for pedestrians, with 1 being the most unsafe



7. Why do you feel that it is unsafe or difficult for pedestrians to cross at the locations you marked on the map above? If you marked more than three locations on the map or need more room to explain why the locations are unsafe, please use an additional piece of paper

Location 1 -

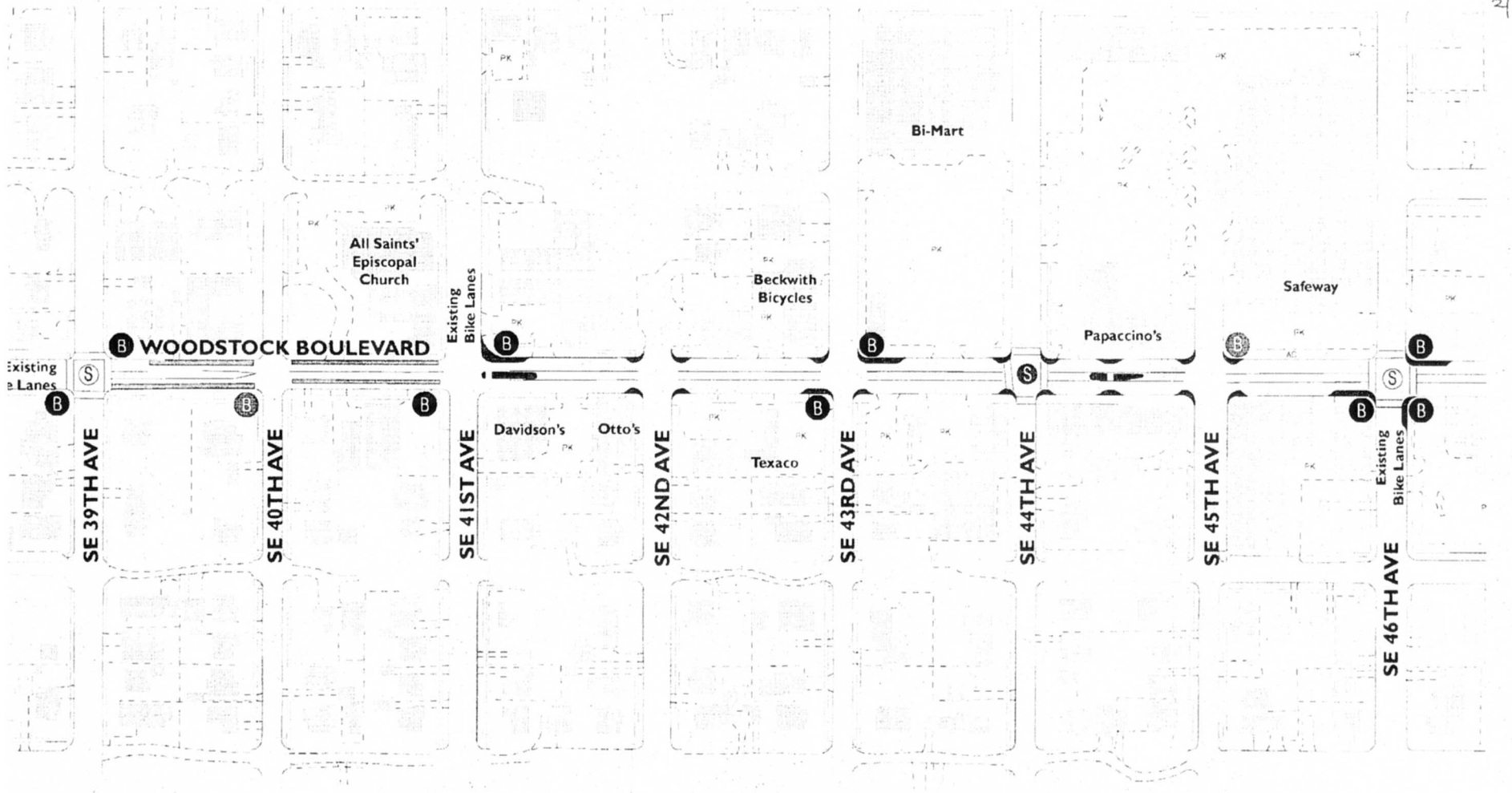
Location 2 -

Location 3 -

8 How important do you feel the following items are for Woodstock Boulevard?
For each item please circle the number that comes the closest to representing your opinion

PERCENTAGE OF RESPONDENTS	Not Important		Somewhat Important		Very Important	I Don't Know
• Improved transit stop areas	20%	14%	35%	15%	18%	☐
• Safe pedestrian crossings	4%	1%	4%	9%	83%	☐
• Designated lanes for bicyclists	22%	9%	26%	17%	27%	☐
• Availability of on-street parking	21%	14%	28%	15%	22%	☐
• Improved streetscape (example street trees, benches)	13%	12%	24%	18%	33%	☐

this version amended
35770
2/17/99



'ERNATIVE 4 - RECOMMENDED

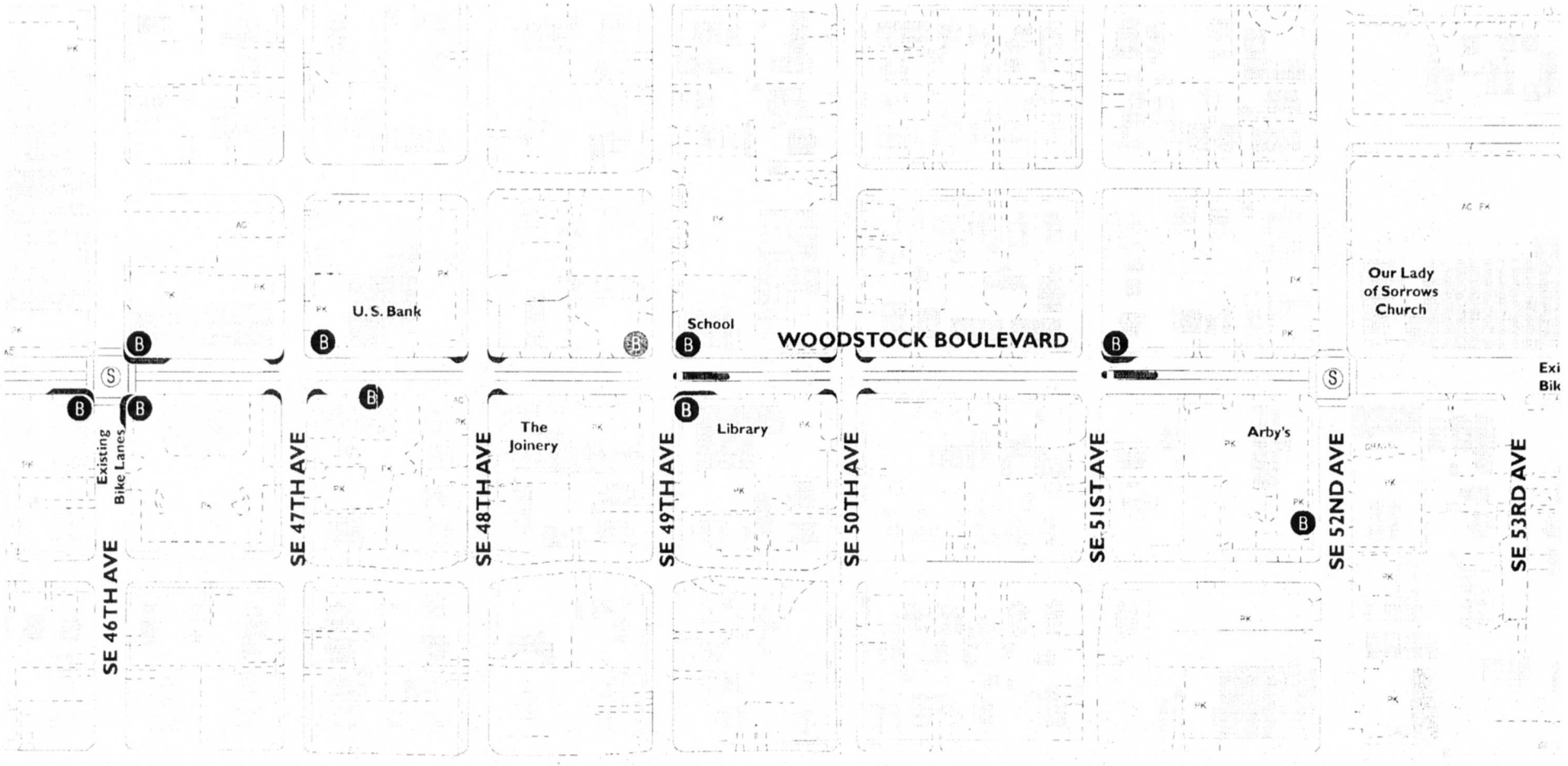
odstock Boulevard Pedestrian Plan - Draft

of Portland Office Of Transportation

estrian Transportation Program

uary 1999

LEGEND	SCALE: 1" = 150'
Curb Extension	Traffic Signal - Existing
Median Island Refuge	Traffic Signal - Proposed
Bus Stop - Existing/Proposed	Bike Lane - Proposed
Bus Stop - To Be Removed	



ALTERNATIVE 4 - RECOMMENDED

Woodstock Boulevard Pedestrian Plan - Draft

City of Portland Office Of Transportation
Pedestrian Transportation Program

January 1999

LEGEND SCALE: 1

- Curb Extension
- Median Island Refuge
- Bus Stop - Existing/Proposed
- Bus Stop - To Be Removed
- Traffic Signal - Exist
- Traffic Signal - Prop
- Bike Lane - Propo

#221

35770

PTA

4401 Southeast Evergreen / Portland Oregon 97206
Phone (503) 280-6360
MERIWETHER LEWIS SCHOOL

RECEIVED
1999 FEB 16 A 10:29
GARY BLACKMER, AUDITOR
CITY OF PORTLAND, OR

BY_____

February 12, 1999

Portland City Council
1221 SW 4th
Portland, OR 97204

Dear City Council Members

The Lewis Elementary School PTA urges you to support the Pedestrian Crossing Improvement Plan for Woodstock Boulevard

Lewis School, which is located several blocks south of Woodstock, will not be directly effected by the changes Indirectly we feel very effected by this plan Our classes often must cross Woodstock in order to catch a Tri-Met bus for a field trip Many of our children are transfer students who have to cross Woodstock to come to school Our families frequently walk and shop on Woodstock Boulevard For these reasons, we feel our school has a strong interest in this issue

The Woodstock neighborhood is a very dynamic pedestrian area People who live in the area love to walk to the grocery store, pet store, coffee shop, and all the other thriving local businesses Traffic on Woodstock has increased dramatically over the years, both in volume and speed Our PTA agrees with the Citizen's Advisory Committee that an additional crosswalk, as well as curb extensions on corners and median island refuges, will increase the safety and livability of our neighborhood The addition of a curb extension at our new library will be especially important for the safety of small children exiting the library

Thank you for your attention to this matter We look forward to a quick and positive outcome on this issue

Sincerely,

Jim Quirk
Lewis PTA President

35770

Woodstock Eye Clinic, PC

4441 SE Woodstock Blvd
Portland Oregon 97206
503 775 4550 (voice) 775 3208 (fax)
www citysearch/pdx/woodstockeye or idoc@teleport com

Dieringer's Properties
Gene Dieringer
4350A SE King Road
Milwaukie OR 97222

February 10 1999

Dear City Council

I'd like to add my voice in support of *Alternative Four* of the Woodstock Boulevard Pedestrian Plan

I've been in the neighborhood since 1990 and have been witness to the marvelous rebirth that has taken place I look forward to the time when we can comfortably and safely cross Woodstock

I appreciate, too, all the work done by the committee in producing this plan

Sincerely,

Dr Richard W Roth

Dr Richard W Roth
Optometric Physician

35770

To: Portland City Council
From Elizabeth Ussher Groff
Subject: Testimony-Woodstock Blvd Pedestrian Crossing Project
Date Feb 17, 1999

Good Morning My name is Elizabeth Ussher Groff, I reside at 4205 SE Ramona I am co-chair of the Woodstock Neighborhood Association and a 23 year resident of the Woodstock Neighborhood. I am here to let you know that the Woodstock Neighborhood Association has voted to endorse the proposed changes to the boulevard I also want to sketch a brief history of how neighbors worked with the city to get us where we are

I became involved in the neighborhood association about eleven years ago One of the first large forums that I remember was a traffic forum held in 1988, at the Episcopal Church, attended by 75 neighborhood residents. I vividly recall neighbors expressing concern about safety for pedestrians People told horror stories of hits and near misses, and then asked if it wouldn't be possible to have some changes made to the boulevard that would help people get across. Each suggested solution was met by a negative response from the representatives of the traffic bureau, who told us why none of our ideas would work A second forum a year later resulted in similar negative responses and a good deal of frustration for residents

Then in 1991, after hearing many personal accounts from a neighborhood nurse of the injuries from accidents on Woodstock Blvd , the chair of traffic for the neighborhood association took the PSU class, "Portland Traffic and Transportation Class" that is sponsored by the City of Portland Bureau of Traffic Management. In this class she learned the ropes of maneuvering through the city's channels, made a helpful contact in the city, and instructed others about how to go about working toward a solution. In 1991 an elderly woman was killed at SE 49th and Woodstock while crossing from the Chinese Presbyterian Church We learned about the CIP process and began organizing. Several stalwart neighborhood association members attended meetings and hearings to discuss our problem with city and regional officials.

In 1993 more things came together during the process of writing our neighborhood plan We were fortunate to have a staff person from the planning bureau help us further understand the workings of the city's transporation bureau The Woodstock Business Association came alive again, and together we attended hearings Once we were chosen as a CIP recipient of federal monies funneled

through METRO, we began working with city's Pedestrian Program.

Now as we look back, we know that the city has come a long way in working with neighborhoods The experience of working with the Pedestrian Program staff was overall a good one, although we had some difficult things to work through at times. Neighborhood residents and business people are to be commended for their intense interest and for showing up for meetings and open houses.

The most difficult piece of this project has been bike lanes The CAC has never been opposed to bicyclists, as many members are bicyclists themselves We spent several meetings listening to all constituent view points, trying to balance the needs of bicyclists and those of businesses for parking. A street parallel to Woodstock that can accommodate bicyclists is Ramona St , where I live It is a part of the City's bikeways project We are happy to see cyclists use our street from 46th to 41st, which connects with lanes on Woodstock and the bikeways on SE 41st. I myself ride Ramona all the way from 41st to 52nd, even though two blocks are unimproved It is safer than trying to negotiate cars and pedestrians on Woodstock

The CAC reached a compromise on bike lanes. Clearly, to stripe for bikes all the way through the Village Center would hurt business The end results of this project are workable, not perfect for everyone For example, I know that making these changes to Woodstock Blvd will undoubtedly force more traffic onto my street, as vehicles attempt to avoid devices that slow them on Woodstock. When perfection isn't possible, compromise is necessary. This project through a process of thorough outreach reflects the desires of the majority of the people in the neighborhood and therefore should be approved on its merits

TESTIMONY SIGN-UP FOR

35770

221 - Woodstock Pedestrian Plan

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

	NAME	ADDRESS & ZIP CODE
1	Jay Eubanks	Apple Crate Furniture Wholesale 4528 SE Woodstock 97206
2	Masha Donske	4314 SE Crystal Springs Blvd 97206
3	Elizabeth Usher Groff	4205 SE Ramona Portland 97206
4	Ken	
5	Terry Griffiths	4128 SE Reedway 97202
6	Charlotte Timmel	4024 SE HAROLD
7	Gene Dieringer	4350 SE King Rd #A, Milwaukie, 97222
8	Mary Facchi	5420 SE 41st. Portland 97202
9	Peri FRIEDMAN	4112 SE Martins St Pltd 97202
10	Angie Even Even	4410-4416 SE Woodstock Portland 97206
11	DOUGLAS STRICKLER	7312 SE INSLEY ST, PORTLAND 97206
12	JOHN REPLINGER	6330 SE 36TH AVE PORTLAND 97202
13	JEFF SCHNABEL	5721 SE 41ST AVE PORTLAND 97202
14	JULIE NEBURKA Neburka	5029 SE 40TH AVE 97202
15	Anna Kusch	6532 SE 44 97206
16	Katie Essick	6405 SE 44th 97206
17	David Drontowski	5821 S.E 49th Ave 97206

Date: 2/17/99

RESOLUTION No. 35770 As Amended

Support the recommendations contained within the Woodstock Boulevard Pedestrian Plan (Resolution)

WHEREAS, Woodstock Boulevard is identified in the Pedestrian Master Plan as a Main Street Design Area and is designated as a Main Street by the Metro 2040 Plan, and

WHEREAS, the community requested that the City of Portland make improvements to Woodstock Boulevard that would result in increased pedestrian safety, improved transit access and enhanced crossing opportunities, and

WHEREAS, the community requested that the City of Portland make improvements to Woodstock Boulevard that would result in increased pedestrian safety, improved transit access and enhanced crossing opportunities, and

WHEREAS, the Woodstock Boulevard Pedestrian Plan has been reviewed and endorsed by the 12-person Woodstock Pedestrian Plan Citizen Advisory Committee, and

WHEREAS, the Woodstock Boulevard Pedestrian Plan is endorsed by Tri-Met who will provide a portion of the funding for construction of identified improvements,

NOW THEREFORE, BE IT RESOLVED that the City of Portland endorses the recommendations of the Portland Office of Transportation and the Woodstock Boulevard Citizen Advisory Committee, as described in the Woodstock Boulevard Pedestrian Plan, dated January 1999, reference and attached as Exhibit A, and

BE IT FURTHER RESOLVED the City Council directs the Office of Transportation to proceed with design and construction for projects identified within the Woodstock Boulevard Pedestrian Plan as funding becomes available, and

BE IT FURTHER RESOLVED that the City Council gratefully acknowledges the time and dedication required of the citizens who helped shape the Woodstock Pedestrian Plan, and especially the members of the Woodstock Boulevard Pedestrian Plan Citizen Advisory Committee

Adopted by the Council, FEB 17 1999

GARY BLACKMER
AUDITOR OF THE CITY OF PORTLAND

Commissioner Charlie Hales
Chris Armes slg
February 8, 1999
PED\Armes\Wodstock\RESOLUTION 1 25 99

BY

DEPUTY

730

221

Agenda No

RESOLUTION NO 35770 As Amended

Title

Support the recommendations contained within the Woodstock Boulevard Pedestrian Plan (Resolution)

INTRODUCED BY	Filed FEB 11 1999
Commissioner Charlie Hales	Gary Blackmer Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	By Cary Kershner Deputy
Finance and Administration	
Safety Charlie Hales	For Meeting of
Utilities	ACTION TAKEN
Works	
BUREAU APPROVAL	
Bureau Transportation Engineering & Development	
Prepared by Chris Armes/sig Date February 8, 1999	
Budget Impact Review ___ Completed X Not Required	
Bureau Head Brant Williams, P E	

AGENDA		FOUR FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
				YEAS	NAYS
Consent	Regular X	Francesconi	Francesconi	✓	
NOTED BY		Hales	Hales	✓	
City Attorney		Saltzman	Saltzman	✓	
City Auditor		Sten	Sten	✓	
City Engineer Brant Williams		Katz	Katz	—	—
Approved By					