

Friends of Pier Park

May 21, 2013

6:30 pm - 8:00 pm

On May 22nd Friends of Pier Park Held its monthly meeting. The following are the minutes.

In attendance: Kelly Pergarde, Joanie Beldin, Gilbert Luzader, Gloria Luzader, Dennis Keepes, Donna Cohen, Aren Lawler, Rich Arnold, Ryan Lynch, Alex Salazar, Melissa Swope, Mary Ann Aschenbrenner, Elizabeth Kennedy-Wong

ITEM #1

Donna Cohen from the Fessenden/St Louis committee asked for support to lobby ODOT and Metro for funding improvements. While the freight trucks now use the Columbia truck route, we are still working on needed improvements. The City applied to two funding sources, ODOT and Metro. Both use Federal monies. Metro will hold a public hearing comment session at their offices on May 30th starting at 5pm. All are welcome. The ODOT committee will meet this summer.

Donna passed out a list of planned changes. The studies are over. Installations will begin if funding is approved. [Check this link to view plans as studied and submitted.](#)

Please contact ODOT and Metro soon at the links or phone numbers below to request funding:

- ODOT, Jeffrey.A.Flowers@odot.state.or.us or phone in comments to 503-731-3440
- Metro, trans@oregonmetro.gov or phone in comments to 503-797-1757

Donna also passed out a thank you note, which was signed by members in attendance, to give to our local traffic enforcement officers for enforcing the no truck zone on Fessenden/St. Louis.

ITEM #2

Elizabeth Kennedy-Wong and Alex Salazar presented the City of Portland's draft design for an ADA accessible pathway coming off the bridge and connecting to an existing path at Pier Park. The intent of the path includes:

- Reducing or eliminating potential damage to the trees
- Slowing people down
- Making the path safe

This path is not the designated bike route to the Chimney/Pier bridge. The designated bike route is along the existing gravel road that runs from the turn-around to the north edge of Pier Park and then turns east. This bike route is too steep to be ADA accessible. Plans include paving this bike route.

The draft plan of the ADA accessible path is 8' wide though the width can be altered to avoid tree roots. The design meets all ADA requirements and will eliminate excavation through the trees. One tree along the route is diseased and will be removed in 2 - 5 years.

There was some discussion about the width of the trail. Dennis Keepes wanted additional slowing devices on the trail to prevent cyclists from bicycling the trail and to keep the trail speed to a walking pace. He recommended adding switchbacks where the trail is already curved. But, people often cross switchbacks adding to the damage of the soil.

The desire to narrow the trail and add additional switchbacks was not unanimous.

Kelly P. suggested adding plaques along the trail to identify trees and Joanie B. suggested planting more trees along the trail where it runs along the baseball field.

After some discussion it was agreed that no one at the meeting is in opposition to the draft plan. The plan is acceptable but concerns have been recorded.

CLOSE and June agenda

The June agenda will include a report from Kelly about the art design and project to commemorate the Sequoia that was removed earlier this spring. The wood artist has available one large cookie from the base of the tree and one length of trunk along with some red oak.

Expect surveyors at Pier Park in the coming weeks setting test holes for the bridge. Also, the Rose City Open disc golf tournament is this weekend at Pier Park.

Minutes submitted by Mary Ann Aschenbrenner, Technology Officer

Comments on May Minutes

Dennis Keepes [June 7, 2013 at 10:48 am](#)

Dear Friends,

I wrote Metro & ODOT re the blind curve at Fessenden & St Louis. The blind curve traffic lacks slowing devices and it's dangerous for residents to cross. I asked for funding for more slowing devices. Similarly, I'm asking for more slowing devices for traffic using the ADA path in Pier Park.

And so I respectfully disagree that Plan A, presented by Elizabeth, is best. Plan B slows traffic more (for safety) and allows more room for the path between giant sequoia (for the health of the trees) while denying access to no one. Plan B makes a third spur unnecessary because it uses the existing gravel path going East. Plan B does not shove an 8 ft path between giant sequoia which are 12 ft apart endangering them, but moves the path East between the next set of giant sequoia which are much further apart. Plan B arises in discussion for these merits, but PPR says it's too expensive. However PPR provides no data to support it's claim.

This leaves FOPP without data for cost / benefit analysis. I vote for Plan B until data provided.

Thank you,

Dennis Keepes

P.S. Is it more \$ than I can ask for, now that the new PPR bureau chief is Commissioner Amanda Fritz?

Philip Fensterer [June 11, 2013 at 9:58 pm](#)

I am curious, what speed (in mph) are folks concerned that users will be traveling? What is the basis for your assumption regarding the speed users will travel? What speed would you like to “slow” users down to? What speed is acceptable for each segment of the trail? Please specify location and lengths of the segments.

Thank you,
Philip Fensterer