

## MEETING MINUTES

### JULY 8, 2020 SMILE TRANSPORTATION COMMITTEE

1. **Meeting called to order at 7:00 p.m. by Scott Kelly, Transportation Committee Chair.** Fifteen others in attendance; Kirsten Leising, Ayomide Njo (Milieu), Miriam Erb, Molly Esteve (Center for Public Interest), Andrew Holtz, Dan Kupper (Pie Vino), Valeria Degutis, Ian Anderson (Anderson Construction), Maddy Stolowitz (Anderson Construction), Whitney Ranson (SRG Design), Jenna Byrd (SRG Design), Carmen van Nieuwkerk, Debbie Hamada, Gino Accuardi (Gino's), Charles Leatherwood.

2. **Sellwood Business Plazas**

Ayomide described the current concept and work to-date by local businesses to create car-free plazas in Sellwood using the city's Healthy Business permit program during the Covid-19 emergency. The current concept, subject to change, is to close the following streets to motor vehicles:

- SE Lexington west 13<sup>th</sup> from 12 p.m. to 9 p.m. daily
- SE Nehalem west of 13<sup>th</sup> from 12 p.m. to 9 p.m. daily
- SE Spokane west of 13<sup>th</sup> from 12 p.m. to 9 p.m. daily
- SE 13<sup>th</sup> for 2 blocks from SE Nehalem to SE Lexington, weekends only from 10 a.m. to 10 p.m.

The side street plazas (Lexington, Nehalem, and Spokane) would only be in front of businesses, not residences. A minimum 11-foot wide lane for bikes and emergency vehicles would be maintained clear through each plaza. The permits, once approved by Portland Bureau of Transportation (PBOT), would be temporary, with a current expiration date of November. This may change. The plazas will require site plans (developed by the applicants) and traffic control plans (developed by PBOT).

Molly showed the meeting attendees the layout website they can use to create site plans.

<https://app.conceptboard.com/board/pbp6-afxd-rdux-krku-h4zf#>

Carmen noted that to-date 76 residents have signed a petition in support of the plan.

Scott reviewed and email from PBOT indicating that Trimet appears willing to re-route the 70 Bus off of 13<sup>th</sup> to avoid the proposed car-free plaza. The bus currently alternates between 17<sup>th</sup> and 13<sup>th</sup>. The group discussed the options presented by Trimet. Several attendees preferred keeping the bus on 17<sup>th</sup> to avoid 13<sup>th</sup> altogether throughout the duration of the plazas. An alternative would be to keep the weekday schedule as it currently is, and just re-route the 70 bus on weekends. Trimet has indicated they do not prefer separate weekday and weekend routes. It was noted that more input from bus riders that might be affected would be useful.

A question was raised about access to the apartment driveway on the west side of 13<sup>th</sup> between Nehalem and Miller, next to Sellwood Bikes. Could they use the 11-foot wide emergency lane to access their parking lot on weekends? [Note: In a subsequent phone call with Greg Raisman at PBOT, he said this would not be allowed. In order to allow regular motor vehicle traffic, PBOT would want a 14-foot wide one-way lane. Use of the lane for deliveries would also require a 14-foot wide lane. This would essentially make the plaza on 13<sup>th</sup> only half the street width.] It was suggested that input from the apartment residents would be useful.

The group was generally in full support of the proposed car-free business plazas as a means to safely re-open stores and restaurants in Sellwood.

Scott said he would draft a letter of support for the SMILE Board to consider and vote on at their July 15<sup>th</sup> meeting.

3. **The meeting was adjourned at 8:20 p.m.**