



February 1996 – Number 28

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The Newsletter of the Willamette Pedestrian Coalition

Gresham Moves Forward on Pedestrian Projects; Transportation System Plan

Several projects will be implemented this year in Gresham to help pedestrians and bicyclists get around. A walking map for Gresham and a bike map for East Multnomah County will be published this summer.

MAX stations will be easier to get to as sidewalks, crosswalks, medians and other amenities are added.

Gresham's Bicycle Pedestrian Task Force meets on the 4th Thursday, at 6:30 pm at 701 NE Hood in Gresham.

Contact Rebecca Ocken, 669-2816 for more information.

Work is now beginning on the Gresham's Transportation System Plan Inventory. Look for public workshops in the early spring and get involved in the planning process. Contact Mike Mabrey, 669-2806.

Budget Cutbacks, Weather Delay Crosswalk Markings

Pedestrians cross SE Milwaukie Avenue at Pershing (photo at right), where crosswalk markings were missing for several months.

Because of budget cutbacks at the Bureau of Maintenance, crosswalk striping has been delayed at many locations.

The bureau has two trucks equipped to install the heat-applied plastic markings, but only enough personnel to run one of them. In many cases, the old markings must be ground off before the new ones can be applied. The crews must then wait for a week of dry weather, to assure the markings will stick.

The less reflective lane markings for cars are done with a paint striping truck, and do not need as much dry weather to successfully apply. Crosswalk striping is often long delayed after car lanes are striped.

For more information, contact Rod Yoder at 823-1727.



Milwaukie Transportation Plan builds more sidewalks, but blocks pedestrians with two new freeways

by Doug Klotz

The City of Milwaukie, Oregon has issued a draft of its Transportation System Plan (TSP), which details how pedestrian walkways, bikeways, and roadways will be changed to better serve the city and meet State goals relating to transportation.

The plan notes that "Pedestrian walkways are unevenly dispersed throughout the City. While many sidewalks exist, there are large gaps in the continuity of the walkways network." Priority is given to pedestrian improvements on S.E. Johnson Creek Boulevard, and Linwood Avenue, among other streets.

However, the plan, in its "Automobiles and Streets" chapter, shows a different direction.

State Highway 99E (McLoughlin Boulevard) runs through downtown Milwaukie, and has sidewalks along much of its length, as well as intersections with crosswalks. Highway 224, while having intersections with major streets, is separated from adjacent land uses for most of its length.

The plan calls for both of these roads to "be made limited access freeways." The effect this would have on pedestrians is only obliquely noted: "While access controlled roadways can be viewed as barriers to a com-

munity," without this change the traffic buildup would spill onto other streets. The plan further notes, "Adequate advance planning can lessen the barrier effect of the highway."

To receive a copy of Milwaukie's Transportation System Plan, contact Debbie Bischoff, Senior Transportation Planner, at (503) 786-7652.

There will be a public meeting on Thursday, February 22 to review the final draft TSP. The meeting will be held from 7-9 pm at the Public Safety Building, 3200 S.E. Harrison Street, Milwaukie.



IRS Grants Non-Profit Status to Willamette Pedestrian Coalition

After an 18-month bureaucratic comedy of errors, the Internal Revenue Service on January 23 notified the Willamette Pedestrian Coalition it was recommending approval of WPC's 501(c)(3) non-profit organization application.

Anyone who has contributed to the WPC since August 11, 1994 (the date of our original application) can deduct those contributions to the full extent of the law. For instance, if you had a \$24 membership, \$12 of your dues went to providing a newsletter subscription which is not tax deductible. Similarly the cost of the meal at the Annual Board Dinner cannot be claimed as a tax deduction. Check with your tax preparer if you have questions.

The non-profit application process was supposed to take only about 100 days but a bureaucratic nightmare ensued.

Our original application was submitted in August 1994. In the following months, there were IRS letters that were never received, phone calls that were never returned, and IRS letters that were sent with pertinent information missing. Our case was closed, reopened and then mistakenly purged

from the IRS system.

In summer of 1995, WPC sent a letter to the IRS Supervisor with copies to Congressman Ron Wyden's office asking for an explanation of the status of our application and reasons for the extraordinary delay.

After numerous phone calls, faxes, letters and steady pressure from Wyden's office, WPC finally met all the IRS requirements and received its non-profit organization designation.

PedNet Moving to Ottawa

PedNet, the internet discussion group founded by WPC members Pam Judd and Robin Peterson, will soon be taking up residence in Ottawa, Canada.

Chris Bradshaw and Robert Smythe of Ottawalk will be list administrators. Details are still being worked out. In the meantime, you can still join the e-mail list by sending the word "subscribe" to pednet-request@europa.com.

You don't have to be a subscriber to access archives of PedNet messages. You can also find info about pedestrian organizations worldwide, back issues of **footnote*, and more at:

Light Rail Study Adds Design Options; Addresses Pedestrian Concerns

Two new design options have been advanced for the South-North light rail station area planned for SE 11th/12th and Clinton, partly in response to pedestrian concerns.

A design for a depressed roadway at SE 11th /12th and Clinton streets drew comment from the WPC and the City of Portland's Pedestrian Program Citizens Advisory Committee. (See **footnote* No. 25)

The undercrossing, planned where the light rail line, and the Southern Pacific Railroad's tracks cross SE 11th and 12th, would have eliminated many at-grade pedestrian crossings. It would have forced pedestrians into an underpass similar in design to the one at SE 17th and Powell.

The new design options would have light rail cross 11th and 12th on an elevated structure, with an elevated station east of 12th. A second possibility is an at-grade crossing which would move northward the junction where SE 11th and 12th become SE Milwaukie. Both would preserve street-level pedestrian crossings.

The original design remains on the table. Metro and Tri-Met are reluctant to spend scarce light rail funds to improve a bad intersection. But if funds are available from Southern Pacific and from roadway funds, that option may still be considered.

The alignment is being planned by Metro, Tri-Met, and the City of Portland. South-North Light Rail is currently in the Draft Environmental Impact Statement (DEIS) stage with a decision on a locally preferred alternative due in Spring of 1997. Gina Whitehill-Baziuk is Metro's Public Information contact person at (503) 797-1746.

It's Showtime for Pedestrians

The Willamette Pedestrian Coalition has produced a short slide show to introduce pedestrian issues to the public and neighborhood groups.

For more information, call WPC at 503-223-1597.

Letter to the Editor:

Nice Words from "Up North"

December 4, 1995

Willamette Pedestrian Coalition:

I walk, therefore I am.

I like what you're doing and have

enclosed \$24 for a year's membership. Can I be your first official Renton, Washington member?

Since I live "way up north," I can't attend meetings, but I might come down for a pedestrian action if I know about it far enough in advance. Had I known of Engwicht's visit, I certainly would have come.

On Saturday Dec. 2, in Seattle, I was fortunate to see Nancy Christie present your awareness-raising slide show: it was fantastic. The "running of the cars" was hilarious.

Three cheers for your efforts: may they be well rewarded. I have indicated an interest in participating in the pedestrian challenge up here. I'm looking forward to reading **footnote*.

Thanks for existing.

Sincerely
Dave Beedon

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**footnote* is the newsletter of the *Willamette Pedestrian Coalition*, a non-profit volunteer organization working to promote a better pedestrian environment in the greater Portland, Oregon metropolitan region.

Membership is open to all. For more information about the coalition and its activities, call 503-223-1597, or send a self-addressed, stamped envelope to WPC, P.O. Box 2252, Portland, OR 97208-2252.

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Editors.....Doug Klotz, Nancy Christie
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Contributors.....Doug Klotz
Nancy W. Woods, Barbara Plummer,
Allison Zimmerman and Bob Elliott.

Three close calls bring perspective to being a pedestrian**Near-death in the Afternoon***by Nancy W. Woods*

My 1964 Volvo was billowing large amounts of blue smoke.

Carburetor problems, I figured, and drove the quivering beast to the shop. Meanwhile, I was forced to get around Northeast Portland on foot. That should be easy enough, I thought. I live only a few blocks from

where I work in Portland's Hollywood district.

But the first morning out, I'd made it only two blocks from my house before a car driven by a woman looking the other direction suddenly bolted out of a driveway. I jumped backwards to avoid losing ten toes, but even then the handle of the distracted driver's car door almost ripped the

buttons off my coat. I made it to work, but didn't get much done. Spent most of the morning feeling shaky, just thankful to be alive.

But by two o'clock that afternoon, all was forgotten.

Besides, I needed to go the post office and check for mail. Which meant I had to cross Sandy Boulevard on foot. And I did get almost halfway across, before a car driven by a man with a cup of coffee in one hand and a cellular phone in the other almost nailed me in the middle of the cross-walk.

When I reached the post office I was still trembling, but managed to open my mail box, throw the junk mail into the trash can, and get part-way across the parking lot, before another car – this one driven by a man with his sights set on the only postal parking spot left – almost mowed me down.

I have my own car back now. It wasn't the carburetor after all. It was the needles, which are on special order. When they come in, I'll have to take the car back to the shop. And once again get around Hollywood on foot. But three near-death experiences in one day have the effect of clearing a woman's sinuses, of improving her vision. In short, I'm not the same person I was before all this began.

I can see my society more clearly now. Skin color, money and whether we use DOS or MAC aren't the only things that divide us. We're fast becoming a country split by yet another issue, by whether we travel by car or on foot.

And I can see cars for what they are—oversized bullets aimed down city streets. Their targets are unsuspecting pedestrians, people corralled into narrow cross walks so they can better serve as sitting ducks.

Nancy W. Woods writes and teaches in Northeast Portland, when she isn't dodging fast-moving automobiles. This piece first appeared in The Herald-Times.

Resolution: Take a Walk*by Barbara Plummer*

It's time once again to ring in the New Year. For those of us who are tradition bound, that means it is time once again to partake in that yearly ritual of making our New Year's Resolutions. Have you made yours? I know I've made mine. I'm going to TAKE A WALK, TAKE A WALK, TAKE A WALK!

Now, it wasn't so easy arriving at this decision. Like many of you, I have the usual bad habits that I could dedicate an entire year to losing, and there are many good deeds that I equally wish to accomplish. Yep! All the typical ones come to mind: eat less junk food, eat more healthy foods, get in better shape, lose weight, save money, take care of myself, do more for others, help with the environment, live more simply. The list goes on and on. Whew! How can I possibly choose? Once I do choose, will I be able to stick to it?

Well, after a nine-day vacation, and not without some deep thought, I arrived at the conclusion that if I vow to take more walks in 1996 I can have it all. That's right, take more walks and you can have it all! I'm sure I don't have to remind you that walking is a great form of exercise. It takes more muscles working together than most any other form of exercise and it is in our nature so it does not put undue stress on any particular muscle group. Did you know that just three 20-minute walks a day, or 45 minutes of brisk walking will burn 300 calories? Why, that is probably an entire candy bar – oops, I mean it's probably an entire healthful sandwich on whole

wheat with mustard.

Walking is also a great stress reliever. It allows us to break away, stretch our legs and mind, breathe fresh air and notice the things around us. It also allows us to avoid the stress that accompanies a daily car commute. Once we discover all the benefits of walking and notice how good we feel, we begin to make other positive changes in our lives and in the lives of others. In an ideal world, we may realize that how we behave as a motorist behind the wheel of a car directly affects the experience of every pedestrian we encounter along our way. We may even slow down just a bit to conform to the posted speed limits, and we just might look both directions before turning right at a red light to make sure a pedestrian is not trying to cross the road first.

And finally, walking is cheap – the cheapest and oldest form of transportation known to humans. By walking downtown instead of driving, or by taking the bus and then walking around downtown, just think of how much money you can save on gas, parking, maintenance and general wear and tear.

When I thought about all the benefits of walking, I realized that I could wrap all of my New Year's resolutions up in one beautiful, fun package. Walking will help me accomplish all of my goals for the New Year without needing a personal assistant to help keep track of them. So, my New Year's greeting to you: TAKE A WALK!

Allison Zimmerman also contributed to this article.

All Dressed Up – No Place to Go

This pedestrian crossing at NW 35th and Yeon is ready for action.

It has a striped crosswalk, a curb ramp and a pedestrian-activated signal.

Unfortunately, once you cross Yeon to the spot pictured there is no place to go except back. To the left or right, there are no sidewalks; arborvitae shrubs occupy the sidewalk area for blocks in both directions. Going straight there is a chain-link fence with a drop-off into an active rail yard. There is no bus stop here.



Many neighborhoods would love to have such facilities where people actually need them to get across a busy street.

Being an Effective Advocate: It's Up to You

Advocates can be effective or ineffective in their work. Ineffective advocates alienate those around them with their stridor, destroy coalition, work solely as individuals, disregard the media and public, and in general fail to achieve organizational or individual change. Effective advocates, on the other hand, demonstrate: leadership, commitment, enthusiasm, creativity, coalition building and media savvy skills. These qualities can be taught and learned.... Those wanting to become effective advocates must be willing to constantly reexamine themselves, their message, their campaigns, etc., to discover what strategies or communications are less effective and which of these are more effective.

– From "Advocacy Training" by Adam Goldstein, M.D., published in the April 1995 issue of Vital Signs, the newsletter of the North Carolina Triangle Chapter of Physicians for Social Responsibility.

New York City Says "Your Mama"

NYC's heavy pedestrian death and injury toll prompted Manhattan Borough President Ruth Messinger to launch a bus ad campaign last November.

One of the ads reads:
YOUR MOTHER IS A PEDESTRIAN.
So slow down, okay?

Pedestrian Calendar

- Tuesday, February 20** **City of Portland Pedestrian Program Citizen Advisory Committee.** Room A, Portland Building, 1120 SW Fifth Ave. *On the Transit Mall.*
7:00 pm
- Thursday, February 22** **Willamette Pedestrian Coalition Board.** Room A, Portland Building, 1120 SW Fifth Ave. *On the Transit Mall.*
7:00 - 9:00 pm
- Thursday, February 22** **Public Meeting on Milwaukie's Transportation System Plan.** Public Safety Building, 3200 SE Harrison, Milwaukie, Oregon. *Tri-Met Lines 75 or 31*
7:00-9:00 pm
- Tuesday, March 19** **City of Portland Pedestrian Program CAC.** Room A, Portland Building, 1120 SW Fifth Ave. *On the Transit Mall.*
7:00 pm
- Wednesday, March 20** **Hawthorne Blvd. Study Public Workshop.**
6:30-9:00 pm
Call Matt Brown at 823-7027 for location.
- Thursday, March 28** **Willamette Pedestrian Coalition Board.** Room A, Portland Building, 1120 SW Fifth Ave. *On the Transit Mall.*
7:00 - 9:00 pm

*This issue of *footnote has been brought to you in part by a donation from*

Liz Dally and Jim Houser of the Hawthorne Auto Clinic.



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Yes, I want to join WPC!

Name _____

Street _____

City _____

State _____ Zip _____

Telephone(s) _____

Area of Special Interest: _____

Clip or copy and mail to above address with \$24.00 annual membership dues.