

City of Portland
Pedestrian Advisory Committee
Tuesday, October 18, 2011
Revised Draft Meeting Notes

Committee Members:

David Aulwes*
Roger Averbek*
Don Baack*
Carolyn Briggs
Betsy Clapp*
Daniel Friedman*
Marianne Fitzgerald*
Rebecca Hamilton
Erin Kelley*
Doug Klotz*
Rod Merrick*
Elizabeth Mros-O'Hara
Ellison Pearson*
Marian Rhys*
David Sale*
Rich Staley
Darla Sturdy*

**Indicates a committee member in attendance*

Bureau of Transportation Staff

April Bertelsen, Pedestrian Coordinator
Kate McQuillan, Staff Assistant

Guests:

Wendy Cawley, PBOT
Sharon White, PBOT
Ellen Vanderslice, PBOT
Katja Dillmann, Office of Mayor Adams

Hot Topics, Points of Interest, Successes

- The next PMLRT subcommittee meeting will be on Monday October 24th at 5:30pm at the NE Holladay Ave TriMet office location. The invite for this meeting was sent to the BAC and PAC members who previously attended this sub-committee. The agenda includes an overview of the technical review and urban design for the light rail station areas.
- TriMet is having a Be Seen Be Safe event at Pioneer Square Nov 4th at 5pm. Roger will send out more information
- Marianne Fitzgerald was re-appointed to the PBOT Budget Advisory Committee. The Mayor's Office announced the Bureau will need to cut \$7.5 million.
- The Health and Equity Working Group for the City of Portland's TSP, of which Betsy is a member of, is making a list of criteria for the TSP project list. The group is also working on developing health and equity related language for the TSP. April will invite PBOT staff to speak on this.
- There will be a public event on November 17th at the St Johns Community Center for the North Portland intersection meeting to implement St Johns Truck Strategy completed couple of years ago. Marian reports that the meetings have included several pedestrian issues. The intersection of N St Louis and N Fessenden was identified as having a difficult pedestrian crossing.
- Bonnie McKnight has a new program called Safe Neighborhood Options for Walking in which she is looking at alternatives to sidewalk developments in neighborhood-specific area on local streets. She's currently researching these topics to send to neighborhood contacts and to ultimately help inform the Comp Plan Update.

- The developer of the subdivision at 3550 SE Woodward decided to submit a plan without the pedestrian connection. We now wait for the staff report and recommendation.
- New PAC Members: Darla and Gabe. They were appointed to the PAC by Mayor Adams.
 - Darla has a personal interest in working with TriMet to make crosswalks at light rail intersections safer.
 - Gabe's personal interest is with the TriMet and transit industry. He works for a company called the Transit Safety Alliance that offers educational and operational trainings for bus operators and paratransit operators across the west coast.

Review and Approval of September Meeting Notes

Doug made the motion; Roger seconded; unanimously approved.

High Crash Corridors Update

Wendy Cawley, PBOT Traffic Engineer, will provide an overview of PBOT's High Crash Corridor program and an update on study efforts in specific High Crash Corridors. Sharon White, who does pedestrian safety and outreach for PBOT and the StreetSmart Program, presented as well.

Previously the program completed spot-improvements where as this new effort considers crash areas at a larger, corridor level. Currently, the program is looking at three key areas: SW Barbur Blvd; NE/SE 122nd Avenue; and SE Foster Rd. The program looks at safety improvements for all modes, not just pedestrian. The program has successfully worked with ODOT to get several improvements. The program will also install countdown signals at every signal along all the corridors with the exception of just a handful. The program is seeking to work with TriMet on performing audits for areas where there are high ridership numbers, such as SE 122nd Ave at both Division and Powell. And along SE Foster Rd, April and Wendy are working to look at closing several defunct driveways and building full-width sidewalks where the access-point to the driveways currently exist.

PAC member concerns:

- Why doesn't the program use a consistency in crossing improvement types? Having so many different types of crossings at each intersection is confusing
- What is the funding source for the High Crash Corridor program? Some of the island-work uses funds from the Pedestrian Crossing Program otherwise the budget is very small and is mainly stripping-type improvements
- When considering what makes a "high crash corridor", are pedestrian crashes considered in equal weight with other mode crashes? Staff says it considers ALL crashes, and it just so happens that several terrible pedestrian crashes have recently occurred in all the corridors in this program.
- Are federal standards more strict with placing pedestrian islands if pedestrian crossing improvements are already in place? Not necessarily; PBOT will not tearing out existing pedestrian crossing improvements when considering future improvements.
- Is ODOT and their Access Management program restrictive for placing signals and pedestrian islands? Staff wants to emphasize how cooperative ODOT has been with this program.
- Have all existing crossings in the Barbur corridor been considered? And more specifically, is the crossing at Barbur and 13th considered in the program?
- As part of a safety law passed in 2009, TriMet agreed to perform pedestrian safety audits at locations where there is high ridership boarding and deboarding. TriMet has not yet completed this task, and a PAC member would be willing to help with this task as Wendy mentioned working with TriMet on this.
- Enforcement is also an issue with the high crash sites that also have high-ridership boardings as running stop lights is a big issue for the East Portland sites named in the High Crash Corridor program.
- Are red light cameras considered as part of the improvements in this program? Yes and no, there is a current issue with wither Portland Police or PBOT will "own" the red light cameras as it is a current budget issue.
- Are there pedestrian counts along Foster and 82nd, and data on where/how much they cross? Nope.

- How about making a requirement that if the neighborhoods don't conduct and provide their own neighborhood counts, then they don't get funding to make improvements.

Sharon quickly presented on the Enforcement and Education Activities component to the StreetSmart program. Oct 26th at NW Burnside and 10th at 12:30-2pm is the next Pedestrian Enforcement Action where Portland Police monitor crosswalk enforcements and other pedestrian safety-related laws. Educational activities include over-the-street banners, billboards, newspaper ads, and various pedestrian and driver trainings.

PAC member concerns:

- Why do all these actions happen at noon at daylight? Why not at rush hour or when its dark or raining?
- Why isn't the N Williams Crosswalk Enforcement Actions listed? Sharon only provided us with the dates in high-crash corridors. The N Williams Crosswalk Enforcement Action was on August 13th and was during rush hour.

Grant Funding update

PBOT staff will report on grant applications for ODOT Flexible Funds, for which applications are due October 20, 2011, and seek letters of support for any or all of the projects. Letters of support are due on Thursday and staff can provide assistance in writing a PAC letter. There are a couple of new projects since the last PAC meeting, namely SmartTrips in the Central City.

Top 3 identified projects from the PAC: (1) Barbur; (2) Gateway/Division; and (3) Cully. 4th is Wildwood and Springwater.

The committee voted on two motions on how to show support for the projects:

1. Don made a motion to show support for the top 3 projects only; Doug seconded; 3 members voted yes, 1 abstained (Ellison)
2. Don made a motion to show support for the top 5 projects; Rod made an amendment to the motion to add language differentiating between the top 3 projects receiving unanimous support and the 4th and 5th projects still being supported; Rod seconded the amended motion; 7 yeses. Motion passed.

PAC Member concerns:

- What are the money totals for each of the projects, and how does it work with the total funding amounts? The total for all the projects we are submitting is just over \$3 million.

East Portland in Motion

Ellen Vanderslice, PBOT Project Manager, will present an overview of the *East Portland in Motion* active transportation 5-year implementation strategy draft report and recommendations, which is currently under public review. It includes recommendations on how to allocate HB 2001 Funds for Sidewalk Infill on Arterials in East Portland. The project did extensive outreach to the community including interviews, group interviews, outreach events, surveys, voting, etc to help the staff priorities 56 sidewalk segments slated for improvement. Additionally, neighborhood associations and coalitions were given the opportunity to pick two top projects that assisted staff in prioritizing projects. Ellen mentioned that of the total cost of all projects combined, the City has about half that total available for match.

PAC member concerns:

- What were the criteria in choosing projects? Transit ridership, number of riders served, geographic equity, where we can leverage projects being completed in the area, etc.
- High compliments to EPIM staff for the outreach done for the project
- How does this project relate to the Pedestrian Master Plan? Several projects, but not all, are existing TSP and Pedestrian Master Plan projects.
- What is the cost of this entire project, and how could we do this project in other areas of the City? It cost \$20k grant from the County and "in-kind" time charged by April and Ellen.

- This type of implementation planning work is needed for the entire city. With SE and SW combined, almost 75% of our substandard streets will be considered.

Southwest Portland Sidewalk Infill on Arterials

April Bertelsen provided an update on how PBOT will allocate HB 2001 Funds for Sidewalk Infill Projects on Arterials in Southwest Portland, and general design approach.

The Portland Bureau of Transportation (PBOT) worked with Southwest Neighborhoods Inc. (SWNI) to identify and select priority sidewalk projects to build with \$8 Million for sidewalks on arterial streets in Southwest Portland. The SWNI Sidewalk Priorities were generated through a citizen-driven process lead by SWNI with input from all Neighborhood Associations in SW Portland, that started over a year ago. PBOT staff provided guidance, criteria and assistance. Former PBOT staffer, Steve Szigethy, produced a map similar to the East Portland in Motion map for Southwest to display all the SWNI Sidewalk Infill Priority Needs presented to PBOT.

This effort was accomplished in large part due to the leadership and support of Marianne Fitzgerald.

In September, PBOT again approached SWNI seeking a final recommendation on sidewalk projects. Two options were presented: either provide partial funding for one large project on Capitol Highway a Tier 1 candidate and long-time priority for SWNI, or completing all the Tier II candidates with sidewalks on one-side. When totaling all the project costs with one sidewalk on each side, the total is around \$8 million. SWNI had a split vote on the two options with a slight majority for the Tier II projects. The Open House will be next Tuesday October 25th in SW Portland.

In October, PBOT decided to proceed with all of the Tier 2 Sidewalk Priority Needs identified by SWNI, with a sidewalk on one side of the street.

Meeting Adjourned at 9:04pm