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CITY OF PORTLAND  
PEDESTRIAN ADVISORY COMMITTEE



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Tuesday, January 20, 2015

7:00 – 9:00 PM

Portland Building, 1120 SW 5<sup>th</sup> Ave, 8<sup>th</sup> Floor Hawthorne Room

Committee Members:	Alternate Members:
David Aulwes*	Chase Ballew*
Roger Averbeck*	Anthony Buczek*
Don Baack*	Boris Kaganovich
David Crout*	Lillian Karabaic
Marianne Fitzgerald*	Scott Kocher*
Rebecca Hamilton*	Eve Nilenders
Melissa Kaganovich	Ray Tanner
Erin Kelley	Bridger Wineman
Arlene Kimura*	
Doug Klotz*	
Noel Mickelberry	
Rod Merrick*	
Elizabeth Mros-O'Hara*	
Suzanne Stahl*	
Jonathan Winslow	

\* Indicates committee members in attendance

**Bureau of Transportation Staff:**

Sara Schooley, Pedestrian Coordinator

Sharon White

Alexis Kelso

**Others:**

Sergeant Robert Voepel, Portland Police

Jessica Horning, ODOT

David Hampsten, EPAP

Anne Jaqua

Hugh McGavick

**7:05 – 7:15 Introductions, Hot Topics, Points of Interest, Successes**

- Committee is (again) moving towards being an approval body.
- Parking Advisory Committee (Centers and Corridors) – no meeting yet to report on.
  - Note there is also a Central City Parking Advisory Committee starting up. Rebecca tentatively volunteers. Sara will add her to Mauricio's list.

- Announcement: January 26 - Tryon Stephens Headwaters Street Plan Open House @ Stephens Creek Crossing Community Center on January 26<sup>th</sup> from 5:30-7:30.
- TSP Process – February PAC meeting will have larger update. By then the prioritized list and staff recommendations will be out. PBOT TSP Staff will be working to shape the agenda for February to help clarify how and when to provide feedback on the TSP. The PAC has concerns about the timeline – clarification is needed on what the March 13 date means and when comments will be accepted later (in November?). Understanding is that March 13 is when PSC decides what looks. More info will be provided at the February meeting.
- Work will continue on the TSP for about another 1.5 years—what kinds of comments are accepted when? Updates on the project list and draft policies are about to be released, so wait to comment until they are out (end of January), and get comments in preferably before March 10 PSC work session.

## **7:15 – 8:00 Crosswalk Enforcement Actions (Sharon White and Sergeant Robert Voepel)**

- **See handout for stats**
- **Process of doing a crosswalk enforcement** – Notices are sent out in advance to neighbors and businesses letting people know an enforcement action is going to take place. Sharon also goes to the businesses and gives them handouts for employees and customers. Sharon is the pedestrian during the enforcement action. She gives enough time for drivers to stop. She exaggerates her movements so cars know she is definitely crossing and not going to stop. Officers use discretion to determine who gets warnings or citations and for what. Pedestrians and bicyclists can also get citations. Typically, enforcement actions use 5-6 motorcycle or car officers. Afterwards, Sharon get stats on the enforcement action and reports them to news outlets. The goal is to educate the public – all modes. There's no one mode targeted as the problem. The Share the Road Safety Class is a 3-hour presentation people can take to have their citation dismissed.
- Most enforcement actions are done at marked crosswalks. On large arterials or high-crash corridors, frequently with median islands. These median island crosswalk locations are often unmarked. It's easier to get drivers to understand why they're being pulled over when it's a marked crosswalk. Locations are selected by complaints and citizen requests, but also with safety as a consideration.
- Next is SW Capitol Hwy @ SW Miles on January 1-2:30pm. PAC members are welcome to observe.
- **Q&A Discussion:**

Q: Legally, what categories are segways and bikes with motors? A: The City hasn't addressed segways in terms of being able to be on sidewalks or not. Scooters (up to 35 cc) and mopeds (35 to 49 cc) with engines are supposed to use bike lanes (not sidewalks). Motorcycles are 50 cc and up and cannot use bike lanes.

Q: What are the laws about bikes on sidewalks outside the city center? A: Bikes on sidewalks have to ride at walking pace when passing pedestrians. They have to stop before entering the roadway (no jumping from sidewalk to street or crossing streets without stopping).

Q: How do you select times for enforcement actions? A: Used to always be 12:30 pm – 2:00 pm. Started moving to evening at request of PAC. Then did some early in morning so Mayor Hales could go. Requests and funding help determine time of day and length.

Q: Experience says compliance is very low at unmarked crosswalks. Shouldn't enforcement actions target them as well as marked crosswalks? A: We are one of the highest compliance states for seatbelts because we enforce a lot for seatbelts and have a class. The biggest problem with drivers is distracted driving (not just talking on cell phone). There isn't really a clear fix and fines aren't going to

solve the problem. The number of people we interact with through enforcement actions is so few it would never make a huge impact. Sharon gives trainings on Oregon crosswalk laws at community groups, fairs, etc. Have lots of handouts. Open to ideas on more outreach. Partnering with ODOT on Every Corner is a Crosswalk campaign. Sergeant Voepel says PBOT has done a great job with road diets and crossing treatments that make it safer to cross. Everybody has to do their part.

Q: Suggestion to attend the Share the Road class just for fun, and also go see the enforcement actions. Is it a capacity or budget issue limiting expanding the program, and how can the PAC help? A: It's both. No other subject touches everyone's life like traffic and it's one of the few things where the involved parties don't know each other. Grants help pay for officer time on enforcement. This is usually overtime.

Q: Can you clarify not doing many enforcement actions at unmarked crosswalks? A: It's about Sharon's safety and the ease of education & making the case in court. There are plenty of violations on marked crosswalks, so marked ones are prioritized for the easier sell. But when people are pulled over, they are also educated that unmarked crosswalks are still crosswalks.

Q: How much paperwork goes into each enforcement action? A: Each stop takes about 3 minutes. Not much paperwork because the citations are electronic. Of course, time will increase if a car needs to be towed.

Q: Ashland has great compliance. What are they doing differently? Also what is different from years ago when compliance was better? A: Good question.

- Contact Sergeant Voepel with questions: [robert.voepel@portlandoregon.gov](mailto:robert.voepel@portlandoregon.gov)
- Subcommittee to follow up with enforcement advocacy. E.g. work with DMV so people have to take online test on rules refresher at every renewal. Doug, David, Don, Sue, Rebecca, Scott (Chair).

## **8:00 – 8:30 ODOT Region 1 Active Transportation Needs Inventory (Jessica Horning, ODOT)**

- Website is <http://www.oregon.gov/ODOT/HWY/REGION1/Pages/Region-1-Active-Transportation-Needs-Inventory.aspx>
- Recap: Inventorying facilities for standards, gaps, and deficiencies to help prioritize investments.
- Since November:
  - 21 stakeholder meetings similar to PAC update.
  - Kittelson and Associates have been doing data collection—inventorying sidewalks, bike lanes, and marked crosswalks.
  - Have reviewed every transportation plan in the four-county area.
    - 270 ped/bike projects on ODOT facilities just in plans.
    - This will be on the website as ped atlas and bike atlas.
- Done with data collection. Just had technical and stakeholder advisory committee meetings last week. Next step will be establishing performance measures/criteria to prioritize improvements, and evaluating the gaps and deficiencies. 11x17 handout is list of criteria people have used for similar exercises in the region. This has been reviewed by the TAC and SAC. Q: Does the PAC agree with these criteria? PAC Answers: Add disabled population to equity category (info in census). Don't forget missing crossings as "gaps" because right now don't have a way to capture that. Lighting is a key component (maybe captured as crash risk). Maybe add info for visitors (at particularly difficult places like at freeway crossings) like the "look right" paint in London. "Proximity" needs to be defined—how near is near enough? Population density is important. Chronically underserved communities are important. Look at transit planning criteria because that starts with underserved populations and distances between crossings. Also consider geographic equity.

- **Q&A Discussion:**

(Arlene) Q: How are you classifying where paint is rubbed off? A: As a deficiency. Please take a look at the areas you are familiar with when the maps come out and let Jessica know if anything is missing.

(Roger) Q: This project will rank active transportation projects against each other, but how are you prioritizing these projects over vehicle movement? A: One of the goals of this project is to develop awareness and a way to work these projects into ODOT goals.

(Roger) Q: How flexible will this final product be in Portland so it can work with the TSP? A: ODOT is using current draft TSP. Also, a lot of projects in the TSP on ODOT facilities comes from ODOT not from PBOT.

(Sue) Q: A lot of top criteria seems car-centric, for example safety: whose safety? Please put in more emphasis on pedestrians in definitions of these goals. A: These criteria come from ped/bike plans so it is about active transportation, but will make that clearer.

(Scott) Q: Make sure maintenance is important (sweeping shoulders). A: Sweeping isn't going to come up in inventory. This needs to be a policy level conversation.

- Online open house in March. Will have preliminary evaluations mapped with interactive map feedback.

### **8:30 – 9:00 Election of New Chair and Promotion of Alternates to Full-Standing Members (only current full-members should attend)**

- Doug moves, Don seconds moving Anthony, Chase, Scott, and Eve to full members. Passes unanimously.
- Take Ray off alternates and Noel off members.
- Erin Kelly wants to be an alternate again.
- Rebecca is new Chair and Roger is new Vice Chair – may serve as co-chairs. Congrats!