

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, June 21st, 2016

6:00 – 8:00 PM

Portland Building, 1120 SW 5th Ave, Broadway Room (9th Floor)

Committee Members:	Alternate Members:
Roger Averbeck*	Suzanne Stahl
Rebecca Hamilton*	Don Baack
Arlene Kimura*	Gena Gastaldi
Anthony Buczek	Jason McNeil
Chase Ballew	Lise Marie Ferguson
David Crout*	Mark Person*
Eve Nilenders*	Nicole A. Grant
Doug Klotz*	
Scott Kocher	
Rod Merrick	
Brian Landoe*	
Brenda Martin	
Mandia Gonzales*	
Elaine O'Keefe*	

** Indicates committee members in attendance*

Staff Present: Art Pearce, Kevin Donohue

Special Guests and Speakers: Gabe Graff and Mauricio Leclerc, PBOT

6:00-6:30 Greetings & Introductions

- Welcome New PAC Member – Brian Landoe
- Announcement of Pedestrian Coordinator by Art Pearce: New Pedestrian Coordinator, Michelle Marx, is coming from Seattle where she is working on their master plan. Will start July 11th and will be here for the next meeting. TGM grant application for an update to Portland's Pedestrian Master Plan is already turned in and Art says that PBOT has numerous support letters.
- Hot Topics
 - Art: Are there other things the PAC is wondering about? Art is supervising the modal coordinators for the new city Pedestrian Plan. The level of funds will determine how deep PBOT can dig into redoing different portions of the plan. At the very least there is a need to assess policies and the needs with rapid growth.
 - The PAC feels like their voice isn't being heard properly. Seems confusing to have two pedestrian committees. PAC and Technical Advisory Committee could work together on the new pedestrian masterplan.

6:30-7:30 Central City 2035 Discussion Draft & Introduction to the Central City Multimodal Project (CCMP) - *(Gabriel Graff & Mauricio LeClerc, PBOT)*

The Central City 2035 Plan is a 20-year vision for the Central City. It contains goals, policies, projects and studies. The CCMP is a \$6m federally funded project to make Portland's Central City safer and easier to access, with a focus on people walking, biking and taking transit.

Although the grant was awarded in 2013, the federal funds were in the 2016-2018 Statewide Transportation Improvement Plan (STIP) so the project is still in its first stages.

We will discuss how the work on the Central City 2035 plan informs the project, share plans for early public outreach efforts, and get input for how PBOT is planning to structure the project.

Mauricio Leclerc (ML) - Central City 2035 Discussion Draft – Senior planner at PBOT who has been working on the CC35 for a long time. Yesterday BPS release the public draft and everything transportation can be found in Volume2b. PBOT would like the PAC's position on it. There will be a briefing on 6/28 and then after that there will be comments and sessions for feedback. Then by early 2017 the first edition will be adopted. The plan is available online and there is a map app that people can use to get more into the specific projects. Some of the major components of the transportation portion include:

- ML: Mixed-Use Areas (MMA) - New state designation for mixed-use areas. Worked with the state to establish MMA and came out of many cities in Oregon battling with ODOT. Conflicting ideas about development and there is a need to accommodate congestion related to growth. ODOT agrees that zoning will help us address congestion on freeways. Safety is still a concern. Lifts Transportation Planning Rule (TPR) automobile congestion standards that apply to land use changes.

- ML: Parking Code - We had complex parking regulations that we simplified. The code is now simplified and there are some areas in the Central City (CC) without maximums. We are limiting new surface parking lots and only new industrial buildings are allowed the maximum 20 parking spots. If you build structured parking you must have floor active uses. There is an update on regulations guiding the location of driveways (not allowed on the mall) and they won't be allowed on cross streets to the mall, unless necessary. Also, the new plan prohibits new drive-thrus in the CC.
- ML: The plan consolidated over 100 pages down to 10 or 15.
- ML: Transportation System Plan – In this plan pedestrians, bicyclists and transit users will be prioritized. This will make the CC truly multimodal and help to fill the infrastructure gaps. Many street classifications that are depicted in the maps.
- ML: The Map App is now available and offers an interactive map for people to comment on the proposed reclassifications (<https://www.portlandmaps.com/bps/mapapp/>).
- ML: Some examples of transportations include: the Green Loop, Circulation Studies (Goose Hollow, Old Town, PSU area), Transit Capacity analysis, US-26/ I-405 improvement, and related surface transportation improvements. ML: PAC members should spend some time with the projects and provide feedback.

Questions

- Q: What is meant by ODOT's safety concerns?
ML: Develops can't develop too much if the highway is right next to a tower or new development. There is a need to implement case-by-case studies for developments that are within close proximity to major arteries.
- Q: It seems that ODOT doesn't have a desire to reduce auto trips. ODOT has no mandates to limit the number of auto trips, so how do we fight that?
ML: ODOT has to work within their city and regional policies. They should be ok with less traffic since they are already at capacity. Finding common ground and improving safety are the most important concerns.

Gabe Graff (GG) Introduction to the Central City Multimodal Project (CCMP) – Newly in the project management group. For a few months working in capital projects on the CC multi-modal plans.

- GG: 30% of population growth will take place in 3% of the land area by 2035, so we need to change how people are getting around the city. Maps in the presentation show the regional forecast for job and household growth. PBOT wants the central city to grow and thrive and this project provides a key opportunity. The city wants to encourage more walking, biking, and transit trips. This project builds off the quadrant and CC35 plans.

- GG: Some examples of experimental projects include: Better blocks on 3rd Ave, Street Seats on Stark and 28th, more space for bikes on NE Multnomah, and overall encouraging more activity, non-auto, on our streets. Biketown will be launching on July 19th and the majority of the service area is in the CC.
- GG: Key Tasks - Identify Multimodal network in CC. Create 5 year prioritized project list by three tiers from the network created above. Build priority active transportation projects focusing on safety for people walking or biking, and increasing trips to the CC.
- Q: Will these projects use existing funds and what are the funding sources?
GG: We have \$6 million in federal grant funds through Metro. \$2.8 from Fixing Our Streets (from the Gas Tax).
- GG: This projects was founded in the West Quadrant Plan. There are talks of a Green Loop that would be a concentric circle around the CC.
- GG: CC Multimodal Project Process - Interest groups now and more public outreach coming up in the next few months. Public outreach the summer of 2016. Planning 2016-2017. Design 2017-2018. Construction beginning in 2018. Phase 1 Process: Outreach, Stakeholder interviews, charter stakeholder committee, review technical analysis and modelling, recommend multimodal network, and prioritize project list.
- GG: CC Multimodal Related Projects - 2nd Ave Reconfiguration project (Old Town/ Chinatown neighborhood organization has asked us to reconfigure this street like 3rd Ave) , Flander's Bridge over I-405 (looks like it will be funded by Connect Oregon), Sullivan's Crossing (7th Ave Bridge over I-84), and Q Jumps for transit downtown.
- GG: There is a need for separation from automobiles, safer intersections, and increased visibility for multimodal users. Examples from the United States show different road reformatting concepts that Portland is researching. These ideas include: Indianapolis – Cultural trail (what the Green Loop might look like when it's realized), Philadelphia – Placemaking, NYC – Protected Bike lanes and Transit Priority, Washington DC – Two way bike facility (cycle track), Chicago – Protected Intersection, Seattle – Design for transit access (intergrating bike infrastructure with pedestrian safety), Seattle – Design for Loading Zones (Similar for valet parking and parking ramps. Keeps the space clearly delineated), and Seattle's Amazon HQ.

Questions

- Q: How does Seattle deal with delivery trucks? The CC has trucks all day.
GG: Some of it will be more intentionality about where we have loading zones and how to design loading zones. Spending the \$8.8 million to pay close attention to the facilities developed. Also, it is important to consider what can be done to eliminate trucks at certain times.
- GG: Does the PAC have any suggestions about talking to stakeholders and setting up a committee?
A: Speak to PSU and meet with any of the PSU student groups. A lot of students intimidated coming down and this is common.

A: NAIOP (commercial real estate commission).

A: The city should speak with employees, not just employers, and people in the region that shop downtown.

- Q: There is only \$8 million in funding at the moment, so how will all of this get funded?

GG: – If given the choice of doing a few blocks or one corridor, we would choose one corridor. What we're talking about is trying to make one area in the city more friendly to multimodal, but the problem is all the cars coming in. Framework here is the EPIM model. If there is a good prioritization then you can get community support, etc. on something like this to get investments that are deemed "good". There is a need to develop a 5 year, thoughtful project list that has the buy-in we need. Think through all the detail and preserve/ improve the pedestrian environment.

- Q: There will be a two year gap between Biketown and these projects. Is there any discussion of doing any projects in the interim?

GG: Deploying certain corridors with cones to try these changes. Problem with unexperienced riders in Portland.

- Comments: Green Loop is very expensive and other areas of the city need to be addressed first. ADA accessibility needs to take into consideration all the different mobility disabilities that people are faced with.

7:30-8:00 – PAC priorities for regional flex funds - (*The PAC*)

On June 7th, members of the Bicycle and Pedestrian Advisory Committees gathered for an optional evening meeting held by PBOT to the next round of Regional Flexible Funds (RFF). This next cycle will allot approximately \$10 million (with funding coming available in 2019-2021). During that meeting both groups were provided a list of projects that are currently advancing and were given until June 21st to select the projects that best reflect their priorities. On Tuesday, June 21st, the PAC will review that priority list and make a final selection.

- 13 people commented back and the projects were ranked. PBOT will be making decisions soon on which of the 10 projects will be put in for RFF with Metro and the deadline is sometime in mid-August. PBOT has chosen not to do a public comment period, but they have done a lot of work through the modal committees to get their feedback. All 10 of the projects are deemed good ones that are well vetted and already on the TSP. These projects will face stiff competitive with all the various projects throughout the region.
- Art Pearce: Art is encouraging staff to use TSP to create a pipeline to make this project more natural and intuitive, so people know what the projects are in the next 5 years. This will help bundle the projects. Connecting Cully II is a bundle of projects that

wouldn't get funded alone and with these bundles it makes it easier to improve a neighborhood. Working to get the list put together by next week.

- Staff did ranking of the projects. The BAC also did their own prioritization. Staff will need to figure out what to do with all these rankings.
- PAC prioritized projects in areas without previous transportation projects. David Douglas scored the highest.
- The majority of the group agrees about the ranking of these projects. One question was raised regarding how these projects support the corridors and centers in the Comprehensive Plan. One PAC member mentioned that they ranked the projects from the perspective of a pedestrian. While others focused on areas that are newer or in areas with less funding historically. Underfunded and underrepresented populations sums up the top three on the list. There was discussion about funding the St. Johns project and how the BAC ranked this project. Rankings could change when looking at these projects from a multi-modal lens. There is a need to consider crossings and not just parallel running projects.
- Art: Bundling projects is beneficial and projects are more likely to receive funding when they are fresh on the mind and people have heard of them before.
- Group: These are all great projects and we can agree on the ranking.
- The PAC strongly supports projects that have been underestimated in geographically and demographically underserved (seniors, minorities, and children) areas.
- At the tail end of this list compilation process the staff set the bar high and the PAC wants to see this become the standard for these types of list compilations. There needs to be more foresight and these list compiled earlier so there is more time for discussion amongst the PAC. If these grant applications lose then we get no funding for three years and next time they may lose out to the CC projects discussed earlier in the meeting. PBOT employees that compiled this list learned a lot.
- There was discussion at the end of the meeting about a potential field trip in the next few months.