

PBOT

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GROWING TRANSIT COMMUNITIES PLAN

COMMUNITY ADVISORY GROUP (CAG)

WEDNESDAY, APRIL 6, 2016 6–8PM

MONTAVILLA UNITED METHODIST CHURCH
232 SE 80TH AVENUE | PORTLAND, OR



Meeting #4 Notes

Members in attendance: Darin Lund, Emeé Pumarega, Phuc Toan Nguyen, Sue Ludington, Arlene Kimura, Jeff Deng, Jennifer Phung, and Katie Urey.

Members not in attendance: Jim Howell, Tony Lamb, and Rowena Norman.

Staff in attendance: April Bertelsen, Francesca Patricolo, and Zef Wagner, PBOT; Eric Hesse, TriMet; and Stephanie Millar, ODOT.

Members of the public in attendance: DiJonnelle Montgomery-Thompson and Holly Sullins, Join.

Welcome and introductions

The group helped themselves to food from Ya Hala Restaurant. April called the meeting to order at 6:10 p.m. and thanked everyone for coming. Everyone went around and introduced themselves to the group. The ice breaker was, “Tell us your name, something about you like where you live or what you do, and a faux pas you see people do on the bus.” Group members seemed to really enjoy this particular icebreaker.

Review and Approve Meeting Notes

The committee reviewed and approved the February meeting notes. There was no meeting in March.

Stakeholder Engagement Update

Francesca said that the online survey launched on Friday, March 11 and has 103 responses so far. She said there will be a drawing for the five \$25 Fred Meyer gift cards on April 18, however the survey will remain open until May. She said that PBOT just started Facebook advertising for the survey and a mailer will be going out to 23,123 mailboxes within buffer areas around each of the corridors, advertising the open house and online survey. April noted that the team also advertised the survey and open house in the East Portland Neighborhood Association Newsletter. This issue will be mailed to

approximately 58,000 addresses in East Portland. Francesca said that when both the mailings go out, the number of survey responses will rise. She noted that the PBOT mailer includes translation in Russian, Vietnamese, and Spanish.

Francesca announced that the drop-in open house will be on Tuesday, April 26 from 6-8 p.m. at Floyd Light Middle School in the Cafeteria. The address is 10800 SE Washington Street. CAG members are invited to attend. Francesca said that this will be an opportunity for community members to come and learn more about the plan and provide feedback on needs and evaluation criteria.

Francesca also noted that our additional recent outreach included email to the plan's interested parties list, and visits to the Portland Commission on Disability's Accessibility in the Built Environment subcommittee, Juvenile Court Safety Committee, and Rosewood Initiative Companion Animal Fair.

Q: What about starting a Facebook event?

R: Francesca said she will follow-up to have a Facebook event created.

CAG members said that they would click indicating they are interested in the event.

ACTION: Francesca will follow-up to have a Facebook event created.

Corridor Needs: Maps and Lists

Zef reviewed the proposed maps and list of needs in the three corridors. He said that he hopes to work on a web-based version that allows for better zooming and scrolling through the corridors. Following is an highlight of some of the projects discussed from the maps.

Line 87 – Airport Way West – NE Holman

Zef said the big thing for Airport Way are the crossings. He said we want the signals to work for trucks, but we want signals to also feel safe for bikes and pedestrians.

Line 87 – Airport Way Middle – NE 138th

Zef said the traffic volumes are fairly high because not a lot of the streets go through and there are a lot of big trucks, which can feel intimidating as a pedestrian. There is foliage that has overgrown over some of the sidewalks. This can be a near-term fix.

Line 87 – Airport Way East – NE Mason

Zef said this area shares many of the same issues as Airport Way Middle.

Line 20 – Gateway Area

There are bike lane gaps that if they are filled in, would take people all the way through to the Columbia Gorge.

Q: About pedestrian overpasses.

A: We found they are not very effective. Except for an expressway or heavy freight route like Columbia Blvd. where it could still be a potential because of the distance between crossing, higher speeds, volume of traffic and more large freight trucks that require greater stopping distance.

ACTION: Eric said that he would follow-up with Zef on a bus stop that only exists on one side of the street in the Line 20 – SE Stark & 122nd Ave Area

Line 20 – SE Stark & 122nd Ave Area

Zef said that in some cases sidewalks may not be necessary on every street because the streets have lower traffic volumes and limited connectivity, such as dead ends.

Line 20 – SE Stark & 162nd Rosewood

Zef said that people might feel intimidated walking along the major streets. He noted that often when we do a crossing improvement and there is a lighting deficiency, there is often a lighting improvement rolled in as well as a part of the project design. This is one way to get lighting where it is most needed.

Line 77 – NE Halsey & 60th Ave Area

Q: Talk about the potential for solar partnership/ sponsorship at bus stops? Opportunities for branding and promotion.

Zef said that in this area there are parts with no bus zone for the bus to pull out of the travel lane. He said an improvement could be to mark the bus pull outs as no parking zones and do outreach with the businesses. He said this can be an inexpensive improvement.

Line 77 – NE Halsey & 82nd Ave Area

Committee members discussed riding the 77.

Comment: A lot of cars turning left don't have a signal to turn left and the bus gets stuck behind people trying to turn left.

Zef mentioned PBOT engineers created some conceptual drawings showing safety improvement designs near NE 81st Ave.

ACTION: Francesca will send DiJonnette and Holly the drawings.

Q: There is a simultaneous project on 82nd Avenue. How will this be coordinated?

A: April responded that ODOT and PBOT staff are working together to figure out which projects will go in which planning process. April is also working on the 82nd Ave planning efforts as well. Terra Lingley is the ODOT project manager for the 82nd Avenue of the Roses Implementation Plan and she is the TGM grant manager overseeing the Growing Transit Communities Plan for ODOT.

Line 77 – Halsey-Weidler (100th-122nd)

Q: How do you come up with estimated costs?

A: We look at comparable projects in the past and do planning level estimates. An average of what similar projects cost over the last few years, for example. We also apply contingency and inflation.

Update on Corridor-level Analysis and Prioritization Tools

April shared handouts of the prioritization tools and potential criteria to be used to help prioritize needs and projects within the GTC corridors. She said that staff will be sharing these criteria through the Technical Advisory Committee and then at the open house as well, before finalizing a version that incorporates all of the feedback.

April said the team added crime history to safety and made it about personal security in addition to transportation safety. She said #6 changed due to discussion about “convenience” being a criteria.

Comment: I like that you added that crime history. At the neighborhood level, the problems don't necessarily show up in crime history. The 82nd Ave area can be uncomfortable, especially at night and especially for women but it is hard to quantify sometimes.

Eric discussed retrofitting eastside MAX stations with CPTED principles that are more modern.

Comment: By JOIN, there are not very much eyes on the street. More eyes on the street make it better.

Zef noted that the survey and public outreach will be important for learning hot spots for personal safety as well.

April presented about the Pedestrian Network Analysis. She said she sees it as a way to set the priorities for projects that would most improve the network and make the most impact for the most people. She said there is a lot of need, which is why finding priorities is important. She said the City is working on developing a routable pedestrian network. She said they will want to reflect the presence and absence of pedestrian infrastructure.

There was discussion about the use of Open Street Maps and a mapathon event to crowd-source map data.

ACTION: CAG member Katie Urey will share information about the mapathon event with Francesca and PBOT will share the event with the CAG.

Q: Who is putting the data into the Pedestrian Network Analysis database?

A: BPS and PBOT and volunteers from Oregon Walks for Open Street Maps.

Discussion about Ride Report example that could be used for pedestrian network analysis or bus stops. Way to gather a lot of data. "Stride Report" idea for pedestrians.

ACTION: Zef will raise the Stride Report idea with the developers of Ride Report.

Next Steps

The meeting adjourned at 8:10 p.m.

Meeting notes are provided as a courtesy and are not verbatim.

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