

City of Portland  
**Pedestrian Advisory Committee**



**NOTES**

**Tuesday, November 15th, 2016**

**6:00 – 8:00 PM**

**Portland Building, 1120 SW 5<sup>th</sup> Ave, Broadway Room (9<sup>th</sup> Floor)**

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

*\* Indicates committee members in attendance*

*Staff Present: Michelle Marx, Kevin Donohue*

*Special Guests and Speakers: Shoshana Cohen, Sarah Figliozzi, Marianne Fitzgerald*

## 6:00-6:30: Greetings, Introductions, and Hot Topics

### 6:30-7:15: Funding and Grant Opportunity Updates (Shoshana Cohen and Michelle Marx, PBOT)

*Metro has asked local jurisdictions to submit a “menu” of active transportation projects that are implementable to a high level of certainty within the short term (within the next 5 years), should funding become available. Jurisdictions will subsequently nominate projects from this list to submit for project development grant funding (\$2m available region-wide, set aside from this cycle’s regional flexible funds). The intent of this project development funding is to help develop a more robust menu of “ready to go” regional active transportation projects in the event that new federal/state/local funding becomes available. The funding is intended for active transportation projects that are implementable within the next 5 years, but need some project development to be fully ready to go. This ready-to-go menu of projects would then be available for consideration as part of a larger regional transportation bond package, should decision makers choose to include active transportation projects as part of a regional ask.*

*Shoshana and Michelle will brief the PAC on the projects the City is proposing for both the larger menu, and for project development funding. Shoshana will also update the PAC on the status of the regional flexible funds process, as well as the State transportation funding package.*

Shoshana – This is an update on the RFF projects, including applications for freight and active transportation projects.

- Elaine – Why did David Douglas lose out? We ranked it high.  
Shoshana – This isn’t as much of a regional project.
- Roger – How did the PAC’s projects rank against others in the region?
- Arlene – Does the readiness of a project make it more likely to be completed? An example would be Connected Cully.  
Shoshana - Metro looks at readiness. There is still some work that needs to be done. We feel confident that our projects can be completed and we didn’t put out anything that we don’t think we have the capacity to finish.

RFF - Discussion about the freight projects.

- Shoshana – Four projects total for \$7 million. They only received about \$8 million worth of projects, so we should get some. Will also look at bike freight issues, etc.
- Doug – There is concern about what will happen with the project on Water and Stark.
- Arlene – What about Columbia Blvd?  
Shoshana – There is some money from ITS improvements that it looks like we’ll get. There will be a continued discussion about how to improve Columbia Blvd.
- Shoshana – Project Development Funds – Money to get the projects ready. Pots of money for I-205, and the Rose Quarter. There should be some money for active projects that can be delivered when the money comes up for these big projects. Effort for getting a big regional bond prepared.
- Doug - Would it be ok with the committee to oppose some of the big freight projects (road widening)? Rose Quarter, etc. and other projects that make conditions worse for pedestrians. Road widening projects would be one example.

Shoshana – Development of Rose Quarter, I-205 (Oregon City to Stafford), and 217. Congestion is the thing that everyone here's from state residents. PBOT is concerned about congestion, but we also want these discussions to include transit and adding active transportation capacity. No one else around the state is talking about this. Winding highway lanes isn't the only way. With this said, it seems that we have to recognize what other people are saying about the highway. Shoshana attended an Oregon Highway meeting recently and most people were talking about congestion.

- Roger - How can the PAC get more active in this process?  
Shoshana – We want the PAC to know what is going on at different levels. For this \$2 million dollars there is a whole discussion about the bond and what we can get. The bond doesn't really exist yet, but in the way that people are talking about transit and highway development and active transportation. Metro is telling everyone to put together a list of active transportation projects to go on a bigger menu for the region. We went back to the menu of projects from the TSP. Metro sent the RTP and we're focusing largely on centers and corridors. Pedestrians and access to transit prioritized. These should be projects that are ready to be delivered in 2018-2024 time frame. SR25 important and Vision Zero are examples.
- Shoshana – There are 5 categories for the menu of projects: Centers, Corridors, Key Connections (bridges), Access to Jobs, and Active Transportation Demonstration Projects.
- Shoshana - (Shoshana provided a handout on active transportation projects) - List that was just handed out puts an emphasis on projects that could be completed rather quickly. 24 projects where we think we need to do more work before they'll be ready. Y is good and X is bad. High means it needs more. Shoshana – This is a draft list that we already submitted to Metro yesterday (11/14/2016). Metro has a 53 member stakeholder committee to help with this discussion about what goes on the menu.
- Roger - Roger invited to participate in Metro stakeholder committee. Roger wants to know how the PAC would like to be represented at this stakeholder committee. He needs some guidance about how to approach from both PBOT and the PAC.
- Rebecca – What is the committee asking for?  
Shoshana – To be perfectly honest, we're following Metro's process and are trying to figure out what's going on. This list should represent a good portion of our TSP active projects that we think are ready. Not sure about the timeline for choosing the final 5. Projects we would want on a menu, but they need some work.
- Rebecca- From working with Lake, Metro wants a full list of any or all projects that are ready to go if there's funding. The list won't be ranked, it's just "these are all of the projects we have that are ready to go if the money or funding became available today."  
Shoshana- The list is \$400+ million. Metro doesn't really want buckets, like the pedestrian network, hanging around. This means that smaller projects get missed. Hillsdale Town Center are improvements in an area and are there areas.
- Michelle – Metro wants us to develop a broad list. Decision-makers will decide once the list is put together.
- Shoshana – Still a lot of questions about our strategy with the bond. Having a broad list allows us to pick different stories.

- Brenda – Wants more clarification on this \$2 million dollars. The cost is obviously a lot higher at \$400+ million. Is Metro just going to give \$2 million to the region for planning? Are you trying to get projects that are 98% there?  
Shoshana – Yes. All the projects without Ys are the ones that don't need additional funding to deliver. \$2 million for the whole region, which means maybe one really in depth \$300,000 plan.
- Arlene – Clarity needed. PBOT directed projects. Anything that involves other municipalities or jurisdictions are not on the list?  
Shoshana – There are some on the bridge.  
Arlene – Railroad bridge that is hell on the network. How do we get UP on board?
- Roger – Clarification about the list and the blank columns.  
Shoshana – We're still developing the list.  
Roger – I know that some of them need project development because they're low, medium, and high.  
Shoshana – These are a staff estimate about how much work these projects will require. If it doesn't have an L, M, H then we think the project is ready to deliver.
- Doug – Were we supposed to have read through this to give Roger comments about this today?  
Shoshana – No. This is a large chunk of the TSP. We're trying to focus on the regionally significant ones.
- Marianne – Some of the projects aren't in the Centers and Corridors. Cross checking needs to be done.  
Shoshana - Zef is our TSP expert and did a lot of cross checking on these projects.
- Brenda – 7th or 8th Ave Bikeway.  
Shoshana – Sullivan's Crossing is on here.
- David – 7th and 9th Bikeway isn't on the list. Did you miss it? Would be from Going to Bryant?  
Shoshana – That's a good question, why that isn't on the list.  
David – Might be because it's on the gas tax.  
Shoshana – Things that we think are being funded other ways might not be on the list.
- Shoshana – If you guys are interested, we can get into the state conversation. This would include the Rose Quarter.

### **7:15-8:00 Livable Streets** (Sarah Figliozi, PBOT Active Transportation)

*Sarah Figliozi will brief the PAC on the new Livable Streets program development process that kicked off this month. PBOT's new Livable Streets program is intended to provide a process for community members to engage in placemaking activities/elements in the right-of-way (including, but not limited to street closures, street furniture, pedestrian plazas, etc.). Sarah will brief the PAC on the new program's intent, the types of community-initiated activities the program will address, and the various program/process elements that will need to be developed (e.g., permitting requirements, maintenance agreements, etc.).*

Sarah - Livable Streets – A lot of slides to get through and wants to hear all the different questions. This project is a partnership between Permits and Active Transportation. Using the right-of-way for the community. Rebecca was a big proponent for street seats. Denver Igarta's photo from a street where there are two rows of cars blocking the street. Denver wonders if they have a permit? Do they get a

noise variance? How many other cyclists encountered this? How do we allow/ encourage placemaking in the streets, sidewalks, and right of way? Started Living Streets < Portland in the Streets was the original name this summer. Sunday Parkways, Bike Routes, Ankeny Plaza < not obvious to the public how they can take advantage of these things. Working with Better Block PDX. We realized we don't have the policy in order to make these things easy. Lots of foot holes in the city. Comprehensive Plan Goals provides the framework to make this possible. We need to get the policy in order within PBOT. Existing and Supported Projects – PBOT supports these efforts, but we don't make them easy. Portland in the Streets timeline (very short). Our goals are to have a policy that we take to city council. We want to identify specific program areas. Policy timeline on the powerpoint. Stakeholder Advisory Committee of around 15 people.

- Doug – Will this project result in policies that are proof against what happened on NE Broadway? Project on NE Broadway was permitted and one business complained, so they removed the project. Could a council member lean on an engineer to find a safety problem?  
Sarah – Better Block PDX taught a lot of lessons. Each time we do something like this we learn through the permit process. Don't remember the total number of blocks. Three days through they came through and dismantled a big part of the project.
- Arlene – In terms of different PBOT sectors, how do we ensure that the person concerned in traffic control doesn't limit the potential of this because of safety reasons? Interpretation shouldn't be based off of two or three people. Consistency of application with street art that won't get addressed with all the pros.  
Sarah – Traffic safety concerns, neighborhood concerns. Once we know what the goals are for the neighborhood, we make it easy for pulling the permits. Attempt of this is to make the process easier for the community.
- Sarah – Here's a slide showing what the PAC said.
- Doug – What does the OLCC say about Beer Gardens?  
Sarah – Beer is allowed in the street seats.
- Sarah – Showed a slide with the program Area
- Roger – Anything about shared street that is low traffic?
- Sarah – Some of these streets being bike and ped only. Gravel/ Dirt and Alley ways residents come to the city with ways to make into shared streets. This is more of a permanent thing. More of an infrastructure treatment than a policy issue.
- Sarah – NE Emerson and 26th – One of the residents wants to do a curved street with some benches, garden boxes. The initial request to close the street to motor vehicles. Came back with shared use recommendation. PBOT wants to give the communities the tools so they can do something if they have a gravel street or alley way.
- Elaine – Community Initiated Trails in SW.  
Sarah – We will chose 3 new program areas. How do we become the bureau of "Yes"? We create a toolbox that can be used for all different types of situations. This program doesn't have money. Aside from money, how can we get past the barriers that are presented so we can connect applicants with money? Great programs around the country that have community matching funds. One in Austin and in Seattle. In Austin they take into account volunteer hours and then they'll match.
- Doug – Arlene isn't here, but she was talking about the consistency. Traffic Engineering isn't engineering, it's psychology. It's what people will do in a situation. Making things official makes them more bureaucratic.

Sarah – We want this program to make it easier for people to pull the permits they need. Putting what’s learned from this program into policy will protect things from safety issues, etc.

- Sarah – Showed the Emerging Livable Street Goals
- Elaine – Comment on the qualities you’re looking for, projects support the neighborhood business should be on there. In neighborhoods, the small business and pedestrians go hand-in-hand.
- Sarah - Downtown Retail Council and some other organizations on our radar for this project. Small business kiosks
- Brian – Are you at the point where you are trying to let people know that this could be an option?

Sarah – 1) We still need to reach out beyond our stakeholder advisory committee (hopefully this will happen soon), 2) there’s a whole lot of work that needs to be done for the online toolkit. How do we make these kits easy? Example of traffic control plans and applications. Make these materials as easy as possible so people can get this. OENI might be a good resource and SESW (not sure).

- Roger – Are you talking to people from the neighborhood associations and coalitions?  
Sarah – We have a limited number of seats to make sure everyone’s voices are heard.
- Doug – Neighborhood associations and coalitions are not always representative.  
Sarah – That was the idea behind the advisory committee, but usually it’s neighborhood coalitions or associations that are organizing things like this.
- Sarah – This is PBOT informing you about what is going on and keeping the PAC in the loop. There’s a website that people can visit to learn more about this new program.