

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, January 19, 2016

7:00 – 9:00 PM

Portland Building, 1120 SW 5th Ave, Hawthorne Room (8th Floor)

Committee Members:	Alternate Members:
Roger Averbek*	Brian Landoe*
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	
Suzanne Stahl	
Brenda Martin*	
Mandia Gonzales*	
Elaine O'Keefe*	

** Indicates committee members in attendance*

Staff Present: Alexis Gabriel, Shane Valle

Special Guests and Speakers: Director Leah Treat, Shoshana Cohen

Introductions/Announcements

Remarks from Director Treat and Q&A

PBOT Director Leah Treat updated the PAC on recent progress around the bureau, including the gains made in the Portland Progress plan. Highlights were the recent launching of bikeshare, the adoption and implementation of federal ADA requirements in a timely manner (without being sued—[ADA Transition Plan](#)), updating the [Transportation System Plan](#), [vision zero](#).

Q: what are PBOTs priorities for 2016?

A: (answered above)

Q: Priorities concerning pedestrian environment

A: Everyone is a pedestrian—I care passionately about people being able to get to school and transit. Focusing on designing our network for pedestrian safety also helps to achieve the City's climate goals. Some pedestrian-related projects launching in 2016: Central City improvement project planning, Foster-Powell

Q: Will city require developers to include alternate paths in developments?

A: Yes. We are shifting from asking them to do it to requiring developers to do it. Also going to charge developers a "inconvenience fee" for when construction spills into the right of way to discourage developers from taking over sidewalks when they do construction and redevelopments.

Q:

A: PBOT has done a lot of work in its Vision Zero program—it's bringing many bureaus and agencies to the table to talk about roadway safety; PBOT cannot realize Vision Zero alone. More than 50% of roadway fatalities are pedestrians. People in E Multnomah County are two times more likely to die on the roadway than people in other places in the city.

Having increased enforcement in the lower income and higher percentage minority areas—which are also the areas where more of the high crash corridors are—will lead for more opportunities for those groups to be stopped for DUI or speeding.

The active transportation budget has been the most cut throughout the years.

Q: ODOT vs PBOT—do you see safety concerns being handed to ODOT in our high crash corridors? Is that preferable?

A: ODOT has the same challenges in terms of resource constraints—they are a highway agency, so that is what they do. They have become better partners. FHWA has approved the NACTO design guide, making it easier for ODOT to accept some alternative design. ODOT is very interested in handing over the roads in Portland over to PBOT, but they have to be at a certain level for the City to accept. (Would it be a better situation for the the citizens of the City if the City lowers its adoption standards?) It's not just PBOT, we have environmental services, stormwater requirements, utility requirements—it's not just the pavement that is substandard.

Top priorities for Director Treat and PBOT

- There are huge sections of the city that just aren't accessible to pedestrian. There is a failure on the City's part to value the existing sidewalk network (pedestrian network). I don't understand the lack of awareness of citizens' responsibility to keep the sidewalk in front of their dwellings—more messaging about citizens' responsibility
- Would like to see PBOT have the same reputation on ped issues as bike issues
- Informational signage needs to be universal, symbolic.
- Continue coordinating between PBOT and ODOT
- I live a block off of 82nd, but I am very excited about the 70s greenway. There isn't much representation for East Portland—neighborhood greenways don't always feel like they are also for pedestrians. People don't get as excited about walking as they do biking.
- How can we make the pedestrian cool?
- Safety and accessibility as a less able-bodied person or a mother of children is a primary concern
- Safety and pedestrian visibility at night—Portland is so poorly lit at night.
- Enforcing crosswalk safety—those stings seem to be effective.
- Speed limits should match what they should be for the facility and pedestrian safety
- Hawthorne, a street with a lot of culture and foot traffic—the focus should be more on the pedestrian atmosphere.

- Work on formalizing pedestrian network completion projects—how can staff make the difficult priority decisions when money is available. Staff need to be aware of community desires and demands when considering which projects to select.

Other links for reference

- [EcoNorthwest](#)
- [East Portland in Motion \(EPIM\)](#)
- [Dolan vs City of Tigard Court Case](#)

City of Portland Fuel Tax discussion

PBOT staff member Shoshana Cohen provided an overview of the latest proposal to raise new revenue for transportation safety and maintenance projects in the City. A 10 cent tax would be levied on regular gasoline and light weight diesel vehicles. Revenue would be split into money for street repairs and money for safety projects that also improve access. The growing consensus around gas tax is driven by the lack of transportation funding support from the state and federal levels.

This tax will be discussed in City Council on January 27th 2016

Q: Why the sunset after 4 years

A: Based on initial feedback about the measure

Q: Why only 10 cents? Why not 50?

A: This is what it seems like there is the most comprehensive support for. It can be extended and increased.

Q: This is in lieu of the street fee being looked at last year?

A: Yes.

Hot topics

Multnomah County Bridges

Would like two volunteers from the PAC to discuss active transportation issues that pertain to the County's bridges. There were no volunteers from the PAC

Barbur Boulevard

ODOT has been going through a safety audit. The audit performed by an outside group is online. ODOT has not yet made their response to the audit public. PAC discussed signing onto a letter drafted and signed by BTA. A motion to sign the letter was brought to the group, seconded and voted, the majority carrying the motion.

Metro Regional Flexible Funds

Metro is looking at policy that might change the extant 75/25, active transportation/freight transportation project funding split in the Regional Flexible Fund. There is a survey out to the public to comment on a possible change to the 75/25 split, potentially decreasing the amount of money that active transportation projects in the region receive. RFF is one of the largest sources of funding for active transportation.

PAC discussed writing a letter to Metro expressing concern over the possibility of the elimination of the 75/25. A motion to draft a letter was brought, seconded, and voted upon with the majority carrying the motion.