

PBOT

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GROWING TRANSIT COMMUNITIES PLAN

COMMUNITY ADVISORY GROUP (CAG)

MONDAY, JUNE 6, 2016 6–8PM

JOIN

1435 NE 81ST AVE, SUITE 100 | PORTLAND, OR 97213

Meeting #5 Notes



Members in attendance: Darin Lund, Jim Howell, Tony Lamb, DiJonnelle Montgomery-Thompson, Holly Sullins (alternate).

Members not in attendance: Emeé Pumarega, Phuc Toan Nguyen, Sue Ludington, Arlene Kimura, Jeff Deng, Jennifer Phung, Katie Urey, and Rowena Norman.

Staff in attendance: April Bertelsen and Francesca Patricolo, PBOT; Eric Hesse, TriMet; Stephanie Reynolds (guest), Portland Office of Neighborhood Involvement; and Terra Lingley, ODOT.

Members of the public in attendance: David Johnson, Cindy Idler.

Welcome and introductions

The group helped themselves to food from Paitong Thai Cuisine. April called the meeting to order on time at 6 p.m. and thanked everyone for coming. Everyone went around and introduced themselves to the group. The ice breaker was, “Tell us your name and a memorable act of kindness you’ve seen on/ regarding the bus.” Eric Hesse, from TriMet, said that TriMet hears from the public when things go wrong, however it is less common to hear from the public when things go right. He said that if someone wants to tell TriMet about something that went right -such as a random act of kindness from a bus driver- they can call 503.238.RIDE and TriMet will find out who the driver was and do something nice for the driver.

CAG member DiJonnelle Montgomery-Thompson and alternate member, Holly Sullins welcomed everyone to JOIN. They explained the mission of the organization is to help homeless people transition off the street into permanent housing, however they offer a number of services from operating the day center to long-term housing stability.

Guest: Stephanie Reynolds, Office of Neighborhood Involvement

Stephanie Reynolds discussed principles of Crime Prevention Through Environmental Design (CPTED), which includes Natural Surveillance (visibility), Territory (clear designation between public or private space), Access Control, Activity Support, and Management and Maintenance. She said that CPTED is a way at looking at environment and determining how criminogenic it is. She said that people are not inherently criminals, but they may take advantage of a situation given the opportunity and there are things you can do in an environment to make it less susceptible to crime. Stephanie explained that with Access Control, you don't want things like coils of barbed wires or too bright of lights because they make people feel less safe and doesn't reduce crime. She explained that Activity Support is having really positive activities in places where there are problems, such as concerts or picnics in parks, for example. She said it works because it replaces negative behavior. Stephanie said that the principle of Management and Maintenance is that anything that looks unloved or unmaintained makes areas susceptible to being treated unloved as well. She said that "eyes on the street" are important and can be designed with lots of windows which gives the impression that the eyes of the window are open. She said that shadows and bright light next to each other makes for worse visibility.

Committee discussion:

- The MAX station at 82nd Ave: difficulties because of the visibility of the platform. You can't raise it up out of the gulch, but you can think about lighting. They did some fencing off of areas that were just too dark.
- Q: Opera music at the MAX station. Repels teens.
- Powell Blvd. underpass goes under the railroad, concerns about feeling safety. Milwaukee Light Rail Project allowed them to widen it, flatten it, and straighten a twisted corner. Public art.
- Chain-link fence controls access, but it is ugly and now that it is gone, it feels more friendly.
- TriMet is doing a multi-year redesign of the MAX Blue Line stations to integrate CPTED principles.
- It doesn't take a whole lot of light to actually reduce crime.
- Make a space look and feel loved, like a community asset, so that people feel loved.
- Build in passive measures when possible. Trash is hard because it accumulates. You need something you can afford, reduce necessary

Review and approve meeting notes

Staff handed out extra copies to those who needed them. No one had edits to share. The committee was not at quorum to approve the notes, those who were absent could still tell staff their edits.

Stakeholder engagement update

Francesca said that staff will be doing a special outreach for the line 87 study area at the Multnomah Education Service District building on NE Ainsworth Circle on Wed. June 8 at 11:30 a.m. She said that this will be an important way to gather additional needed feedback about the needs in the area because the online survey had the fewest responses on the line 87 area. Francesca handed out extra copies of the summary of feedback from the April 26 open house, online survey results, and other events. She said that staff is still unpacking some of the online survey results, however most responses were for line 77, the least was line 87, and there were 698 responses to the online survey. April shared some PowerPoint slides with highlights from the survey results.

Update on corridor-level needs analysis

While April was setting up, Francesca passed around a birthday card for CAG member, Jeff Deng, whose birthday it was (which is why he was not in attendance). Francesca also announced that he got into Oregon State University. The committee applauded.

April reviewed revised maps of needs and candidate projects in the three corridors and reviewed maps and measures to be used for evaluating and prioritizing projects. She showed a map tool that shows how staff are doing the analysis to prioritize the projects and weight them based on priorities. She used the crash location data as an example. She displayed the number of crashes within a 250 ft radius buffer of the candidate crossing and intersection improvement projects.

April discussed funding for projects, saying that with the passing of the recent Fix Our Streets gas tax, some projects will get funding. She said that PBOT is potentially applying for regional funds to help fund improvements in the corridors. Staff has to apply for regional funds a few years in advance of when the funds become available.

Committee discussion:

- Reactions of surprise looking at the crash data because there were so many crashes
- Feedback: NE 60th and Halsey midblock crossing with flashing lights. S of I-84. People don't see me, they just ignore me. Behavior change needed. PBOT –put a sign in that says “Please stop” and with a light.
- No stop signs, people raise speed up the hill, on the other side of the hill they gain speed. There is a turn where people whip onto the freeway.
- Line 72 is crowded with riders and it needs a bigger bus. Others agreed.
- Eric Hesse from TriMet said they will be looking at improving frequent service lines to identify which lines need what things most, which could include things like better intersection treatments or longer vehicles. He said the process will allow them to learn the problems and appropriate solutions.

ACTION: PBOT will capture these notes and bring it to our engineers. Ask about law enforcement actions.

Next Steps

Staff will follow-up with the committee with the next meeting time.

The meeting adjourned at 8 p.m.

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

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