

City of Portland
Pedestrian Advisory Committee



NOTES

**Tuesday, September 20th, 2016
6:00 – 8:00 PM**

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

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

** Indicates committee members in attendance*

Staff Present: Michelle Marx, Kevin Donohue

Special Guests and Speakers: Clay Veka and Margi Bradway, PBOT

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

Meeting Facilitator: Roger

Meeting Start: 6:05PM

Greetings -

Introductions -

Hot Topics

- Arlene – Feels that Vision Zero isn't working.
- Roger – The PAC representative on the Vision Zero Task Force and everyone on the committee has heard this concern about a lack of enforcement. Trying to make it start happening.
- Arlene – Did anyone go to the Cully Camina Walk? One of the things the PAC can do better is to do a walking event as pedestrian advocates. David went to the event.
- Brian met with Noel from Oregon Walks and wants to make pedestrian advocacy/walking events happen.
- Michelle – A new Livable Streets program initiative being put into effect. Trying to figure out what events and other things fit into this type of event. Just kicked off last week by Rich Eisenhauer.
- Doug – Is this under active transportation?
Michelle – Yes
- Elaine – Both Arlene and Elaine attended the Budget Advisory Committee last week. Arlene a member and Elaine the PAC representative. 823-Safe, App on Phone, received 100 requests and are 400 requests backlogged. Staff needed to handle this volume of requests.
- Arlene – A lot of us have old streets where the standard for sidewalks was narrower. It's not really usable for someone with a mobility device, so when does the ADA component kick in? Anthony – Maintenance or repaving is when it kicks in. Division doesn't get ADA until upgrades or changes made to the infrastructure.
Doug – What about 122nd ODOT ramps?
Arlene – Lots of little sidewalks and old buildings.
Anthony – Call it a walkway rather than a sidewalk to get around these types of ADA requirements. This is a giant loophole in ADA. ODOT won't build a sidewalk because they can't meet every requirement of ADA.
- Michelle – Anthony is right. When there is a capital project or major improvement the curb ramps need to be updated and there is a small pot of money for curb ramps to help disabled people in specific locations. The other piece of the pie is that PBOT is planning to update our ADA transition update plan. This will outline how we will upgrade deficient ADA standards in the coming years. In 1992 the city said there had to be a transition plan. No way anyone could go and update their curbs overnight, so these plans from the American Disabilities Act show how cities will incrementally adopt ADA modifications.
- Elaine – Important for the PAC to have a voice for ADA advocacy.

- Michelle – When the new ADA coordinator comes on we will have them come to the PAC.
- Roger – PBOT is starting a plan called Southwest In Motion (SWIM) that will be modeled after East Portland In Motion (EPIM). This project will start to gather all projects focused on active transportation in SW Portland. With the aid of a stakeholder advisory committee, they will throw all the projects in a bucket and then start to prioritize them. Roger – Would the PAC and BAC want a member on this advisory committee? If that's the case, he would encourage Michelle to check in with Rich and whether they're able to entertain members from the PAC or BAC. Roger has no conflict of interest because he's no longer serving on the SWNI. Pedestrian Network and Bicycle Network Completion plans that are smaller project that fit within this. They're trying to find small projects that connect the gaps and there might be new projects that people come up with. Problems out there include trails that are on the city's right-of-way, but they won't be ADA accessible. Question of whether these will receive public funds if they can't be ADA accessible.
- Roger - SW Corridor/ Light Rail Planning project is at an important junction with the scoping phase (September 1st). When they build a new light rail line there will be some federally funded improvements around the stations and there are a lot of projects that will need to be identified to increase access. The funding for these projects will have to come from somewhere else. There is a middle bucket that needs to be scoped soon and it will need to be decided if these are up for federal funding. There's a whole list online in Attachment F on the Southwest Corridor website. There's a survey online for the scoping phase of this project. Longer survey and a shorter one to help people weigh their opinion. Lots of pedestrian feedback and improvements to be had.
- Doug – When is the TIGER vote?
Roger – I don't know. November election and he's not worried about it.
- Arlene – Ped Facilities – Crossing problems – Will they address these problems earlier so they don't make the same mistakes as last time? Keep crossing gates issues on the radar.
- Chase – OHSU and Barbur connection has some interesting plans.
- Roger – There is talk of new pedestrian overpasses on I-5. It is evident that the freeway is a major barrier.
- Rebecca – We set up a Google Sheet for people to recommend speakers and topics. We have a big list now and these topics can fill time slots whenever we need a speaker or topic. If anyone had trouble finding the sheet, there's an email where you can track down this information.

6:30-7:15: Vision Zero Action Plan (Clay Veka, PBOT)

Clay Veka will review the final draft Vision Zero Action Plan, discussing how PAC feedback was integrated. She will solicit official support from the PAC in anticipation of presenting the Plan to Council in October.

Clay –

- As a member of the Active Transportation and Safety Division, Clay has been involved with the action plan for over a year and last met with the PAC in April.
- Since April, we're two thirds of the way through the planning phase. Portland identified as a Vision Zero city. First task force meeting on September 8th and at that meeting was the review of the final draft plan. Ready to move forward with the City Council process.
- Would the PAC be interested in testifying and vouching for Vision Zero?
- Task Force came together – Roger and Rebecca share a seat on the task force with 26 members – Also had a technical advisory committee that Anthony serves on. Michelle is also on the TAC.
- Since April went into public outreach process. At those events, one in Cully for a Safe Streets Fair, we have been educating people. Others were the 82nd and Division pop up event and the “Good in the Hood” Rosewood Initiative.
- Heard from people that there's a strong desire for infrastructure improvements. People want the streets safer, more accessible, people better educated about how we move (changing behaviors), safer drivers, and an overall feeling that we're all in this together. Also, people want an urgency for our leaders to act. One year to plan how we'll roll Vision Zero out and then action for implementing. Actions in the plan are now underway.
- Things that the PAC brought up in April - 1) Strong Desire for new work zones to accommodate bicyclists and pedestrians. The PAC helped get this through city council. This has gone through council and is now a very important action. 2) Speed – BH highway speed camera. Now in discussion with ODOT about setting speeds on Portland roads. Margi said that this was finalized, 3) PAC and the rest of Portland passed the 6 cent gas tax and 4 for heavier gas tax. \$64 million predicted to come up during its implementation. PBOT committed to building safety improvements on high crash corridors using this money. Lots of action taking place over the course of the year.
- Clay passed out copies of the Vision Zero plan. Council still to make some edits on Oct. 12 to the Vision Zero plan.
 - o Layout of the Vision Zero plan – Welcome from Commissioner Novick, Highlight the vision statement and the guiding principles that the task force adopted in their first meeting. Revisit vision statement. Vision Zero needs everyone thinking about safety in all aspects to get this type of plan to work. Lots of talk about equity. Vision Zero is data driven. 9 years to eliminate deaths on the roads. Guiding principles build out some of the language from the plan.
 - o Clay went over the Who? What? When? Where? Why? How?
 - o Doug – Statement about enforcement and racial profiling. We can't trust our police because they might profile.
Margi – Important conversation Clay had with the technical advisory committee with “all the right parties at the table”.
Elaine and Doug – Both feel that the language comes across that we can't stop racial profiling by officers.
 - o Clay – Speed cameras, red light cameras, and enforcement of pedestrian rights, not increased officers to do added policing at the moment. Very strong national

conversation that is trying to address equity in the Vision Zero initiative across the country. Not taking enforcement out, still enforcing dangerous behaviors, but not increasing the number of officers on duty.

- Doug – Raised concern about the cameras in east Portland. Also, Doug mentioned that there should be monthly crosswalk education events to prevent cars from running over pedestrians.
Clay – There is one price that is available when one person is ticketed for speeding. Still a concern about the economic impact of a ticket. Reardon felt like he carried the photo ticket burden. He wants cameras out there and he feels that speeds are way too fast.
Margi – Plan to put cameras on Outer Division.
- Margi – Open to advice about how to educate drivers on pedestrians and limit these types of accidents.
- Arlene – She has been working with a group learning about how to teach people how to drive in America. Enforcers should look at different cultures and language barriers that are limiting everyone from being educated
Margi - Sergeant Abrahamson doing great things
- Elaine – We need to bridge these artificial barriers that are preventing people from being properly educated about how to drive.
- Clay – Police are having a time trying to hire people. Need to have a diverse police force.
- Margi – Police Union and Mayor should work out an agreement soon that will raise the salary for police officers.
- Mark – Wanted to echo that education and outreach that is so important. Collaboration with organizations is vital. Traffic Safety campaigns are ambitious. Very ambitious to get to zero deaths by 2025 and it takes a lot of community outreach. Lots of potential to reach out to Nike, Adidas, Intel and all these companies that have people driving everyday.
- Elaine – Public Health providers should be involved because this is a public health issue.
- Clay – This is a public health crisis and this is starting to be understood.
- Brian – Can red light cameras be installed on ODOT roads?
Margi – Yes. The red light camera program is help up by PBOT and crash data. Last year the auditor came back and said that the program was very successful and a great use of city resources. We have already sent 11 new sites to Sergeant Abrahamson and Captain Crebs. Really close to updating red light cameras. If interested in particular road, we're happy to look at the data.
- Roger – Encourage everyone to take a look at page 15 and 16. TriMet definition by Census Block in the Communities of Concern. Compare map on pg 16 to the map on page 6. Emphasis with the Communities of Concern will be primarily where there is new infrastructure and other programs will look at high crash corridors city-wide wherever they're needed. This is a really good start. Criticism through the media that it isn't working, but the plan isn't even out there yet. It

still needs to go through City Council. However, 9 years isn't a very long period of time to eliminate all deaths.

- Doug – On page 9 there is a chart of crash factors. Persons clothes not visible and sun in my eyes are listed. These are the driver's responsibilities. Any effect by telling people to wear lighter clothes? Doug thinks this should be taken off the police reports. Light clothes an excuse for the police officers.

Clay – New safety manager who Clay can bring this up to.

Eve – One thing that she wants to add is that in Sweden where it's dark all the time people are required by law to wear something reflective.

- Elaine – What's PBOT's launch plan? Hopefully unanimous acceptance by council
Clay – Our hope is that we'll know more about our funding after it gets approved by council. We have a lot of ongoing actions that we're in the midst of rolling out and rolling out will only expedite this. Quite a few actions that can be taken on with existing staff. Michelle will be responsible for some, but some will fall into street design.

Margi – Question on rollout – People should come to city council and we would love the support of the PAC. There are funded action items and unfunded action items. Margi would tell the PAC to fill inboxes if you feel very passionate about this plan. Reached out the editorial board. We have a communications team and social media rollout plan. There were a few crashes that got neighborhood organizations involved and now they're preaching to city council.

- Elaine – (on her neighborhood association Sellwood- Moreland) – Lots of untapped resources. Education is key to these types of things.

Margi – Happy to help people with a neighborhood rollout plan.

- Clay – You have the plan in front of you and actions on page 21. Important to look at the speed component of these accidents and that some people are not stopping for pedestrians.
- Arlene – Shoulders and no curbs a problem with people turning in east Portland.
- Clay – 32 actions in the buckets from the Vision Zero. Performance measures in there to see how successful Vision Zero is being. Quarterly meetings of the Vision Zero task force. This action plan is a starting point and as we move forward we will need to add to this plan. After the first two years the plan will be updated.

- Margi – Thanked Roger for his valuable contributions to the Vision Zero task force.

- Roger – Is there interest from the committee to write a letter or testify at council?

- Rebecca – Motion to write a letter touching on the points we raised today.

- Doug opposed to this plan. Doug doesn't think this plan has enough enforcement to be effective. Are people stopping for pedestrians? Doug adamant about the failure of this plan to achieve this type of enforcement. Doug thinks there needs to be increased enforcement at night, in the rain, and for people wearing dark clothes.

Anthony thinks this plan has a lot more in this plan than it's lacking and it's a big step forward.

- Rebecca – This is a culture change that the community as a whole can embrace. We’re bringing along the city with this type of plan.
- Scott – We need to talk about providing funding.
- Elaine – We can’t get stuck on the semantics. Need to focus on getting funding for this. Will take a lot to lobby in the future, so we need to support or not because there will be more revisions in the future.
- Arlene – How current is the data? Is there current pedestrian data? We support it as it is, but it doesn’t go far enough without better pedestrian data. Rapid flashing beacon installations – they didn’t talk with people near these signals and they’ve had to move some of these. These are situations when pedestrians can give better data. This proposal is incomplete and we need newer, more up-to-date data.
- Michelle – Will the Vision Zero include updated data and collection of data?
Clay – We don’t get the data from ODOT for at least a year. This data from 2003 to 2014. Some of the fatal data goes through 2014, but we didn’t have this when we were crunching data. Every year the data will get updated and parsed by the mode of transportation.
Margi – The last three years we’ve gone to council with a traffic safety report. Are you asking about pedestrian safety data? There is more opportunity to examine the type of situations that are causing these accidents.
Michelle – We could look at microdata and microfactors from an engineering perspective.
- Brian – Are there updates and amendments in the 9 year period?
Clay – In two years it will be updated.
- Motion to accept the plan –
 - One opposed and the motion carries.
 - Roger needs help writing the letter and then the letter needs to get sent to all the commissioners.

7:15-8:00 – Legislative Outreach on Speed Limit Reductions (Margi Bradway, PBOT Active Transportation Division Manager)

Margi Bradway will brief the PAC on the status of current legislative outreach activities associated with speed limit reduction (one of the actions in the Vision Zero Action Plan).

Presentation to the Speed Zone Review Panel

- Margi – Background as an attorney who takes on a lot of the transportation policy.
 - Three pronged approach to Vision Zero 1) automated enforcement, 2) challenging Oregon Speed Board, 3) exploring statutory
 - Numbers fresh off the press - Tubes out before the cameras and after. 93.4% compliance before issuing a single citation. Hit a stumbling block after getting the statute passed that there wasn’t the amount of staff for these cases. PBOT,

courts, and police gets a cost recovery if it goes over and that goes into the Vision Zero budget.

- Arlene – Where is the next camera going in?
Margi - Feb. 1 Outer eastside Division. We're hiring an automated ticketing person.
- Margi – If we take a loss we'll weather it. We can reach a full cost recovery. Number of cameras limited to top ten high crash corridors. Like the red light camera, we need to keep moving after we have success. Compromises made along the way.
- Margi - Takes a year or a year and a half to get a speed processed for a speed zone reduction.
 - o Doing this because of 1) efficiency, 2) mixed use streets, 3) safety
 - o Did not try to do this to ODOT roads or freight roads
 - o Changes in Roadway Design is what we wanted to consider
 - o Simplified Decision Matrix to decide the speed limit. Has you look at the context of the road and decide what speed best fits the road. Fill out a one pager and then submit to be signed by the lead engineer. Definitions from the Simplified Decision Matrix needed to be explained to people at ODOT because not everyone is living in a multi-modal world.
 - o Current Status – ODOT Region 1 very supportive. Now there is a 2 year pilot and we hope that after this time we can set the speed based off our method rather than the 85th percentile, the old methodology. Any road in Portland that's not ODOT or freight road will be subject to these design guides that are being implemented. Not a blanket drop in speed, but one of the first places in the US challenging the 85th percentile.
 - o Anthony – Question about how the matrix works.
Margi - Look at the back. Scott Battson was our lead engineer on this.
 - o Doug – We don't have many parts of town where there is 8' between the curb and the edge of the sidewalk.
 - o Margi – This matrix applies to a lot of popular riding routes.
 - o Scott – Very supportive. Is this matrix based off the Swedish model?
Margi – Swedish chart that we used to look at different things. Scott Battson and Carl Schneider talked about a lot of things and how to get to these numbers that we came up with. Battson really flushed out the numbers.
 - o Margi – We are taking a closer work at what we define as school zones. We do have the statutory power to make them 25mph. PBOT is meeting with engineers soon to try to drop the speed in school zones.
 - o Arlene – We finally got the speed down on Division and now it's down on Halsey-Weidler. Also, people coming from Damascus on 142nd are traveling at 45 mph and the speed change when you get to Portland is drastic.
Margi – There is funding for a \$2 million safety street scape of Outer Halsey (82nd to almost the border).

Roger – Meeting Adjourned at 8:00PM