

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, April 18th, 2017

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* Mark Person*	Don Baack Suzanne Stahl Gena Gastaldi +

** Indicates committee members in attendance, + Indicates excused absence*

Staff Present: Michelle Marx, Daniel Soebbing

Special Guests and Speakers: Emily Tritsch (PBOT), Norberto Adre (PBOT), Anne Hill (PBOT), Mychal Tettah (PBOT), Marian Rhys

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6:00-6:25 - Greetings, Introductions, and Hot Topics

Meeting facilitated by Roger

Michelle Marx:

PED PDX update

- Launch is imminent.
 - Finalizing Contract negotiations with consultant
 - Francesca Patricolo is working on outreach
 - Community Advisory Committee applications are closed
 - Volume was huge
 - 270 applications have been received
 - Enthusiasm and excitement in the community
 - Broad and diverse, geographically representative group is desired
 - Website is up
 - Technical work on ped plan is underway
 - Draft standards for spacing frequency of marked/enhanced street crossings are being developed
 - Access to transit stops will be a big factor in determining standards
 - Alternative Walkways
 - Low cost walkway typologies
 - Will revisit menu/palate of walkways in the new ped plan
 - Want to determine speed/volume thresholds for different types of walkways
 - Want to identify new types of walkways that haven't been used in the past
 - Safer shoulders are currently being funded/beta tested
 - SW Stephenson is an example of a project that has been completed, may be replicated on SW Vermont.
- *Doug Klotz:* How will a blind person know when they have walked off a walkway and into a traffic lane?
Michelle: We are trying to get three Ped PDX committee members from each neighborhood.
- *Mark Person:* Amendment to house bill 2862 - are we still in support of letter in support of house bill allowing lowered speed limits?
- *There was a unanimous vote in favor drafting letter*
- *Roger Averbek:* Bill supporting statewide vision zero task force didn't make it out of committee.
- *Roger:* PAM proposal to modify the ordinance regarding the easement on the street vacation. Joint letter from BAC and PAC has been circulated to the committee. A dozen letters of support of PAM's proposal have been submitted by organizations. More than a dozen letters in opposition from community members and groups have also been submitted.
- *Doug:* PSC submitted a letter to Council asking them not to make a decision until the PSC had a chance to hear from the applicant, and comment.
- *Roger:* It appears that the PAM issue will be contentious.

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- *Roger:* Roger is the representative of PAC to the SW Corridor. Big choices for Portland Segment are alignment: Naito vs. Barbur and Historic Barbur vs. I5. The alignments will have a big impact on how the pedestrian environment is shaped. OHSU will develop on South Waterfront in the future. How will light rail affect that development?
- *Doug:* Powell blvd. safety project. Went to the open house. Did not have plans for public to look at. Will go to ODOT to look at plans.
- *Roger:* Would like to nominate Mark Person for full PAC membership. Doug seconded.
- *There was a unanimous vote in favor of elevating Mark to full membership.*
- Mark's term will go through 2019.

6:25-6:41 - Get Portland Moving – (Emily Tritsch, PBOT)

- *Emily Tritsch:* New asset manager of PBOT; been here for the last 9 months. Since last fall has been trying to increase coordination between PBOT and other bureaus and agencies.
- Trimet is planning a 3-week closure of some Max lines in Central City. BES, Water, and other bureaus are taking advantage of the closure to complete a lot of simultaneous work that would otherwise require rail closures.
- There are lots of other examples of projects that can benefit from similar collaboration.
- Emily challenges the PAC to identify construction projects that aren't designed in a way that is friendly to pedestrians. She wants people to notify her if construction isn't taking the needs and concerns of pedestrians and bicyclists into account.
- Emily left a copy of the Get Portland Moving map for committee members to look at. People can also see the same data in an online version.
- PBOT is partnering with WAZE to get crowd sourced information on street closures. Emily will be working to get that information on the map and to keep the Get Portland Moving map updated.
- *Arlene Kimura:* The Get Portland Moving map is only of the Central City.
Emily: Data for Cully is available online.
- *Doug:* If car traffic is being diverted by a closure, are bicycles expected to use the same diversion as cars?
Emily: Thinking about adding a bicycle stress factor to street closure data on the map.
- *Doug:* Will all sidewalks be open during construction street closures?
Emily: Panels are required to put up when sidewalks are closed. Construction crews are required to adhere to city code.
- *Doug:* Some barriers are unsafe. Have portions at ground level that stick out. Cause a tripping hazard.
Emily: Will provide a link to city code regarding closures of pedestrian walkways so that committee can review and determine if the existing code is adequate.
- *Brian:* Will fee be in lieu of providing access?
Emily: No the goal is always to have pedestrian access during closures.
- *Roger:* Was unable to get links in the map to work. Tried to click on a red line on the map, and project description did not pop up for him. Emphasis of map is impacts on vehicle traffic and transit access. Map should include information on impacts to bicyclists and pedestrians. If bikes are being diverted from bike lanes to sidewalks in the Central City that doesn't work.

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- *Scott Kocher*: Supported the council measure to Get Portland Moving. PDX reporter app allows people to submit info about construction projects.
- *Scott*: Does scope of Get Portland Moving ensure that asphalt repair is done properly and safely?
Emily: Contracts require contractors to complete repairs safely. Inspectors come after projects to ensure that work has been done properly. Since January, new trench restoration standard is in place. The new standard is intended to be an improvement over the old standard.
- *Emily*: Please email or call with any questions or comments. Will provide contact info to Michelle Marx.

6:41-7:10 - SW Vermont (Noberto Adre, PBOT)

- *Norberto Adre*: is new FOS project manager. He is mission oriented, having formerly served in the National Guard.
- Pavement restoration on SW Vermont is a preventative measure. From 52nd west to 65th frontages vary in terms of drainage and space. With that in mind, there are few pedestrian improvements that are anticipated except for the addition of crosswalks connecting greenways, some corner work, and improvements at a bus stop.
- Planning on lowering speed from 35 to 30, but that will be delayed so that data can be collected following Norberto's project.
- We have explored the use of raised traffic separators.
- *Michelle*: the idea of paved separator is to have more of a barrier than just a painted line dividing pedestrians and cars.
- *Elaine O'keefe*: How visible will they be?
Norberto: that's a question that we are still working on.
- City traffic engineers have asked us to find another way to do separators.
- *Elaine*: What is the width that we are talking about?
Norberto: The walking lane will vary between 10 feet and 7 feet. Traffic lane will vary between 10 and 11 feet.
- *Doug*: What will you do in areas that already have sidewalk?
Norberto: In response to the city traffic engineer's request, we have explored other options.
- Minimum road width is 35 feet, with 2 buffered bike lanes (BBL). But you don't need buffered lanes where you already have sidewalk.
- Depending on the width, you could have a BBL on both sides of the street.
- In areas where there is sidewalk, there will just be a normal bikelane. Where there is no sidewalk there will be BBL, which can be used by pedestrians, as well.
- The only place where a separator is being considered is where the 2 greenways are connected.
- *Doug*: will there be gaps in the separator for garbage trucks?
Norberto: Yes. There will be places to put garbage cans at the edge of the BBL.
- *Elaine*: In places where there are barriers, debris tends to accumulate.
Norberto: There are street sweepers to address this.
- *Chase*: What about a raised cyclotrack, which would deal with some of the debris problems?
Norberto: We are just doing asphalt on this project. A cyclotrack would require concrete.
- *Roger*: How are we going to prevent people from parking on the bike lane?

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Norberto: Not going to remove parking on the south side, adjacent to the park. On the plan we have parking away from the curb, outside of the bike lane. The parked cars would serve as the barriers that protect the bike lane.

- *Doug:* What is going to prevent cars from encroaching on the bike lane?

- *Michelle:* What is being proposed for block faces that do not have sidewalk?

Norberto: We are just building asphalt. The sidewalk piece will be done in a later project.

- *Michelle:* The paving will provide a widened, paved shoulder that will provide access for peds and bikes.

- *Elaine:* Crossings will just be marked crossings?

Norberto: Yes, just painted crossings?

- *Doug:* So you're just adding a little more asphalt and painting a bike lane?

Norberto: Yes. We are not adding bike lanes where there is already sidewalk.

- *Roger:* It would help to have some concept level cross sections at public engagement.

Norberto: There will be an open house at the 95% design point.

- Will identify in this plan where additional sidewalk is needed.

- *Roger:* So you don't want to build stormwater facilities in areas that would preclude future addition of sidewalk.

Norberto: Yes.

- Hoping to be done with design by end of May. Want to finish design by end of 2017, try to pave in early 2018.

- *Scott:* When you have a bike lane that is separated by parked cars it doesn't work on downhills.

Norberto: We are trying to put the parking areas in places that don't impact downhill cyclists. At 50% design review we identified areas where there needs to be more space for downhill bikers.

- *Scott and Elaine:* maybe we need bikes to join traffic lanes in downhill areas to protect pedestrians.

Norberto: We are reducing the width of traffic lanes to slow cars down.

- We need to get this paving done quickly as part of the FOS project.

- *Roger:* We appreciate the new crossings that will be added. Especially in the SW, new crossings are needed for pedestrians.

- *Roger:* Thank you for your presentation. We appreciate it.

7:10-8:06 - Neighborhood Streets Program (Anne Hill, PBOT)

- *Anne Hill:* Presented a map that showed streets that are eligible for LTIC

- *Doug:* What is the difference between the LTIC and the NSP?

Anne: LTIC is a fee, not a program. The fee is charged in residential single dwelling zones on streets that are unimproved or underimproved.

- I live in the SW on an LTIC street. My street may not need to be prioritized.

- There are streets that are eligible for having money collected on them. But the money can be spent on collectors, which are streets on which LTIC funds are not collected.

- District collectors are not eligible for LTIC funding.

- *Roger:* The importance is that collectors are often the only way into a residential neighborhood.

- *Elaine:* Collectors bear more traffic.

- *Doug:* Neighborhood collectors that are eligible are only those that don't have curbs?

- *Chase Ballew:* What about streets that do have curbs, but pavement doesn't go all the way to the curb?
Anne: Will have to defer to Michelle for some of these questions.
- *Michelle:* My understanding is that streets that are eligible for improvements are completely unpaved streets or any street that lacks sidewalk.
Anne: LTIC provides funding. There was input from the community that before the money is spent, there should be a framework to develop standards and project financing.
- City council adopted alternative transportation and stormwater standards to address different problems.
- Talking right now about using the Tryon-Stephens plan as a framework for NSP until the ped plan is completed. The stormwater manual must be taken into consideration, as well.
- *Michelle:* Ped plan will articulate the low cost walkway improvements that will be used going forward. We have capital projects that are testing out these ideas right now. We are costing out different treatments in these projects.
- If you are interested, we can bring in the Errol Heights project manager to talk about one of the projects that is testing out these ideas.
Anne: Historically residential and neighborhood streets has been the responsibility of local residents to pave. A historic tool was the LID structure and block grants. In the absence of block grants, LIDs haven't worked as well.
- *Elaine:* Are LIDs still on the table with the new funding source?
Anne: Yes
- *Elaine:* So can LIDs be built according to the new, low cost standards?
Anne: Yes
- *Michelle:* There are other projects on neighborhood streets that could take advantage of some of these designs. Neighborhood greenways, for instance, could be used to enhance the pedestrian environment instead of just focusing on bicycle improvements.
Anne: Funding capacity of the entire LTIC program is approximately sufficient to pave ¼ to 1 mile of street per year. At that funding rate, it would take 250 to 1,000 years to improve all unimproved streets in Portland using the LTIC fund.
- SDC has funding for some neighborhood streets to the tune of 1 million dollars.
- Based on the cost that is required to pave streets, we are in need of a new funding source to address the problem of unimproved streets.
- Looking at ways to prioritize projects:
 - Equity
 - People of color
 - Income
 - Renters vs homeowners
 - Neighborhood Access Score
 - A pedestrian connectivity score was used.
 - NSP outreach did polling of city of Portland.
- *Doug:* Polling is citywide, not just on people on unimproved streets?

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Anne: Yes. But there wasn't much of a difference between attitudes toward paving sidewalks between the city as a whole and people that specifically live on unimproved streets.

- There was also a self-selected poll that was not statistically significant, which was intended to target underserved communities.
- Stormwater issues were more important to respondents than were any of the street features, such as pavement, sidewalk, and lighting. Lighting was second to stormwater.
- *Roger:* Concerned that the survey respondents are people that already have sidewalks. That is why the emphasis is on stormwater and lighting.

Anne: The poll supports that stormwater and lighting are citywide issues that should be addressed by jointly by PBOT and BES.

- *Elaine:* Did you get demographics on facebook. Did the results skew younger?

Anne: You had to be 18 to take the poll.

- Tried to include Somali in the survey. But it was too difficult to translate. So want to do a focus group with the Somali community.
- *Arlene:* You should do that.

Anne: Trying to figure out how to get residents on unimproved streets into focus groups. Want some east side focus groups, some west side focus groups, and some focus groups that are targeted for diversity.

- Ideally the NSP plan will come to council in September/October. Construction will begin in 2018.
- *Eve Nilenders:* Is there funding for multi-family residential, many of these areas are near bigger streets?

Anne: Don't know the answer to that completely. But the NSP focus is on single family zoning. There is little multi-family housing in the single family zones.

- Developers in the multi-dwelling zones are not required to pay into LTIC. They have to build their frontages.
- *Eve:* Lives in Montavilla where there are a lot of multi-dwelling developments on unimproved streets.
- *Scott:* I believe a lot of these streets qualify as narrow residential roadways. Do improvements on these streets widen them, and disqualify them from lower speed exemptions? Will these streets become 25mph streets?

- *Michelle:* Shared streets are one of the design tools. To meet the requirements for shared streets, they would be no wider than 18 feet, and be signed as 15 mph streets. They would include other traffic calming amenities.

- *Scott:* My suggestion is to not widen these streets, and to reduce speeds to 10 mph if the legislature allows it.

- *Michelle:* 18 foot right of way is for travel way; does not include parking, as this has been interpreted by Portland.

- *Roger:* Thank you for coming. Has seen a lot of different terms. Local streets, unimproved streets, neighborhood streets, and collectors. What is the nexus? The collectors are already identified. They have criteria in the TSP. They need to be treated differently. From my perspective, collectors are needed for people to get to destinations. The costs might not reflect the need to improve other amenities.

Anne: Until the program can solve the problem that the LTIC isn't generating funding quickly, there is going to be a specific area in each neighborhood that will be identified as a priority. The

orange lines on the map are highlighted because they are streets that are likely to be important funding targets so that funds aren't going to dead end streets, etc...

- *Roger*: The need should not just be paving the street. Need to take into account areas that need shoulder improvements as well.

Anne: Yes. Other streets that need to be improved include Capital Highway, etc...

- *Doug*: Climate Action plan talks about getting people walking more. Some people might just want to drive, regardless of what the climate action goals are. Pedestrian facilities should be emphasized as a priority above what is desired by survey respondents.

Anne: Some streets have huge potholes. Focus groups are going to focus on priorities of neighbors that live on streets that are huge barriers to walking.

- *Doug*: We could pave sidewalks and leave streets unpaved.

Anne: I live in a neighborhood that lacks sidewalk, but my kids still walk to school.

- *Doug*: A segment of the population will be discouraged by the lack of sidewalk.
- *Elaine*: This is a bigger issue than just climate or just cars. What about the elderly and people with disabilities? Many people will be discouraged by the lack of sidewalks.

- *Arlene*: What is happening to the owner of a house that currently lacks street improvements. Their streets might not be eligible for LTIC funding improvements, but they still lack sidewalks.

- What about the Burmese community? Has there been any outreach to these people who speak lots of different dialects and may not have been targeted?

Anne: I will contact you and ask for your help in reaching these people with our focus groups.

- *Scott*: Should communities of concern be focused on with improvements, or should they be avoided out of displacement concerns?

Anne: There is a fear for communities of concern and also for renters. You need to be careful because pavement could price these people out of their neighborhoods.

- Pavement adds approx. \$23,000 to the value of a home. We would not consider choosing not to pave in vulnerable communities. But we want to keep these concerns in mind.

- *Roger*: Thanks for coming and taking the difficult questions.

- *Elaine*: I think this is government at its best.

Anne: I would encourage all of you to talk to your commissioners about this.

- *Scott*: this used to be called out of the mud, or something.

8:06 - Meeting Adjourned