

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, May 16th, 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, Kevin Donohue

Special Guests and Speakers: Francesca Patricolo (PBOT), Mauricio Leclerc (PBOT), Liz Mahon (PBOT)

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

Meeting Facilitated by Anthony

- Anthony – Just so it's on everyone's radar, we will need to reschedule the November meeting because it's the week of Thanksgiving.

Hot Topics

- Anthony – PAC Member interest poll was distributed regarding different topics for upcoming meetings (see handout). Anthony will sit down with Roger to help decide what topics to have based off the results.
- Doug – Interest in development review. What happens when a new building goes in with sidewalks and other components of new development? When does the street get widened? How does the city apply the pedestrian design guide?
Michelle – We need to be strategic about what is presented and who presents it because this topic is so broad.
Doug – Questions about utilities (e.g., pole placement, hydrants, water meter placements) and vaults being constructed with new development.
Michelle – Vaults are getting bigger. This is an issue that's had a lot of discussion and there's a history there. Might warrant a topic for the PAC. Michelle will follow up with Kurt Kruger, so that she can help him frame the topic for the PAC.
- Arlene – What determines if you have a 6' walkway? Need to make sure that there are decent walkways with all the new development.
Michelle - There are regulations that ensure that developers are building walkways that are greater than 5'.

BBAC

- Elaine has been attending the BBAC since last fall. Willing to continue on for the next year, if no one else wants to. She sent out a list of the proposed fee schedule changes for the next fiscal year. There was a change on there for sidewalk repair. Not a huge sum of money. Cost of square foot of sidewalk going up from 89c to 94c. Fee is the same for the three different circumstances that require permits. Voluntary and new construction both have a \$60 fee. She is concerned about the disrepair of sidewalks and how raising costs will create disincentives for property owners building/ repairing sidewalks. Thinks we should work with PBOT to make things more affordable. There are more ways we can incentivize people to build sidewalks.
- Michelle (additional context) – There's a need to understand the cost increase from development review side. Fee increase is structures to recover staff costs. PBOT has been directed by City Council to recover staff costs. All about cost recovery and if we're going to deviate from this policy we need Council approval because it's a budget issue.
- Elaine – Way we have the sidewalk fees structured creates disincentives. Staff time and inspection is expensive.

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- Anthony – Increasing the fee, but incentivizing for volunteers might be helpful.
- Eve – How much is complaint driven?
Michelle – 100%
- Elaine – 1/3 of the improvements are voluntary.
Michelle – Sidewalk repair strategies will be covered in PedPDX.
- Rod – I notice that serviceable Curb ramps are being replaced apparently because they don't have the yellow truncated domes. We're spending money in the wrong place repairing these. We need a better way for the public to report buckling and misaligned sidewalks and more city inspection and marking. There is also a problem with sidewalk construction standards that allow paving to rest directly on tree roots and as a result need replacement or correction in 3 years. In terms of permits for minor sidewalk repair, on line permits with little or no cost like street tree pruning permits may serve as an example. This process should be something that can easily be done online.
Anthony – Sidewalk construction is much more complicated than trimming trees.
- Elaine – It's a hassle to get a permit because you have to go to North Portland and the permit office is only open to the public during limited hours.
- Rebecca – It would be nice if this process was on a website. If we couldn't get the fee structure changed, and only a third are voluntary, then we should encourage a sunset date. With this date you would have until a certain deadline to get a cheap permit and incentivize people that might not do it otherwise. The City could ask for a window to push things out.
- Elaine – There is no time left in the budget cycle, so we should focus on these issues for next year.
- Eve – Is there a geographic spread with the people calling in and complaining?
Michelle – Yes, there is. As said before, the City is going to restructure the approach to sidewalks with PedPDX.

PedPDX (Francesca Patricolo)

- Francesca – PBOT has selected a committee for the PedPDX Committee Advisory Committee (CAC). 260+ applications and 24 members selected for the CAC. Demographic diversity (racial equity lens), geographic diversity, new/ emerging voices targeted and selected, and the willingness of members to take holistic systems approach all played into the selection. Eve will be the representative for the PAC. Set up first meeting to accommodate all the members at the end of June (when the grant money becomes available). 240 members will be a part of Friends of PedPDX and this will give people that weren't selected a chance to participate. Sunday Parkways Kickoff Event (June 10th) at the Grand Floral Walk before the Rose Parade. The PAC is invited to this event. Also, online engagement will be open by the time of the Kickoff Event.

2018 Regional Transportation Plan (RTP) Call for Projects; 2017 TGM Grant Submissions

(Mauricio Leclerc, PBOT) - Mauricio will brief the PAC on the upcoming process and timeline for identifying projects for the 2018 RTP call for projects. He will also describe the three projects

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that PBOT would like to submit for TGM grant funding for 2017 (Freight Master Plan, Columbia Corridor Multimodal Improvements, and Smart City Plan). TGM applications are due June 9.

Key questions/issues for the PAC: Staff will ask if the PAC is interested in naming a representative to consult/advise staff on RTP project submissions, along with other modal representatives, starting in June. Additionally, staff will ask the PAC for a letter of support for our TGM submissions.

RTP

- Mauricio - Cycle that happens every 5 years. Provide projects and policies for the region that we can use to apply for funds. The RTP is for 2018, so we're in the midst of it. July 21st is the call for projects. PBOT is in good shape because our last update to the TSP. TSP list will be the starting point and there may be some new things since (e.g., Vision Zero, transit planning efforts). Logistics – \$1.0 Billion. Metro wants some kind of endorsement from Council. Any new stuff we will have to get buy in from Council. Projects have to be over \$1M. If PBOT is going to use federal funds (RFF, TIGER) then it needs to be in the RTP. Long list of projects that we'd like to bring to the PAC before the submittal of the project list. List of projects that the PAC doesn't have, but they will have next time.
- Question - Is the PAC interested in naming a representative to consult/ advise staff on the RTP project submissions?
Mauricio - Judith Gray said no and that we're going to come back in June with a project list.
- Anthony - Project list before the next meeting?
Mauricio – Yes. We will give you enough time to review the list.

TGM

- Mauricio - Yearly process we submit Transportation Growth Management projects. Usually in the Spring. Ped PDX a product of the TGM. TGM help local jurisdictions update their land use and transportation planning and make sure that cities are working together. Supposed to help implement our mode share goals and policies.
- Michelle – Not to fund capital project.
Mauricio – Yes. They could become part of the TSP, but not capital projects.
- Doug – Not to implement the Climate Action Plan
Mauricio – You could say that shifting modes, some of these projects, help meet the Climate Action Plan.
- Mauricio - Columbia/ Lombard between I-5 and I-205 is the first project. Lombard a State facility and pedestrian High Crash Corridor. Want to improve Lombard for all modes. Columbia a High Crash Corridor for automobiles. Prepare this area for transit projects that have been requested. Great opportunity to link active with transit to jobs on that corridor.

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- Arlene – Will we fix those wretched railroad crossings?
Mauricio – Sometimes there are no crossings for 20 blocks or more. We will look at the best way to improve the conditions and try to enhance crossings.
- Mauricio – The second project is an update to the Freight Master Plan. Bring Freight Plan to match the new policy we updated with the TSP. Comp Plan updates mean changes to land use plans and we need to align the Freight Master Plan.
- Mauricio – The final project is called Smart Cities. This one is hard to explain because it's technology driven. Essentially, the City would be using the cloud and other technology as a leveraging point to improve how our system functions. Preparation for AVs. Possibilities to manage the ROW. National conversations regarding AVs right now.
- Doug – Concern with trucks and accommodating trucks causing safety issues. Widening of roads, corners being one example, a slippery slope.
Mauricio – Some instances it happens and the intent of the plan is on a higher level. In some cases we want to make sure we minimize conflicts. ITS provide an opportunity to make freight travel better.
- Doug – No 70' truck, just 50' in the City.
- Mauricio – New freight plan must accommodate the new Comprehensive Plan.
- Michelle – We are moving away from siloed modal plans with a Complete Streets Plan. Freight Master Plan presents an opportunity to think about all the innovative things happening in freight right now and allows us to apply them to Portland.
- Mauricio – Truck loading plan we completed recently helps us think about these things better.
- Rebecca – Washington Co has been working to move freight from Intel and other companies to the airport. Western part of the region using Columbia bypass to move freight to the airport and Port of Portland from places like Intel. There has been some discussion by the Port about a freight only bridge near St. John's. Port working with the Freight Committee closely.
- Mauricio – New freight projects will arise from a new Freight Master Plan.
- Mauricio – PBOT will have modal representatives on the Committee for the Freight Master Plan Update
- David – With the Freight Master Plan we need to ensure safe interaction between freight vehicles and non-motorized modes, along with the reduction of potential conflicts.
- Arlene – Smart Cities – Give me an example of something you may anticipate from the program. Seems like a hodge-podge of programs. Signalization by PBOT, ODOT, TriMet is separate and there are unresolved issues that could be better resolved.
Mauricio – Signals talking together. Using real-time data to make the system function more intelligently. Shift to less parking with more ride sharing programs.
- Anthony – City is submitting these three. How many TGM grants would we expect to get?
Mauricio – We've gotten two in the past. We could prioritize these projects, but there is no need. We'll bring these in as equal competitors.

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- Elaine – Smart Cities should be regional and statewide.
- Anthony – The PAC should write a letter of support for some or all of the projects. Michelle will forward the language to the PAC and Mauricio will help out too.
- Mauricio – It would be helpful if the PAC helped write a letter of support. The letter needs to be submitted by next week and will go in front of Council on June 7.

Draft Crossing Spacing Standards (Michelle Marx, PBOT Pedestrian Coordinator) - PBOT has been working on developing draft citywide standards for maximum spacing between marked pedestrian crossings. These spacing standards are an action item in our Vision Zero Action Plan, and once finalized, we will use them to identify and prioritize crossing gaps in the citywide network as part of the Pedestrian Master Plan. We plan to test the draft standards on the Outer Division Multimodal Safety project (discussed below), and will roll any “lessons learned” from this exercise back into a set of revised standards for adoption and citywide application via the Pedestrian Master Plan.

Key questions/issues for the PAC: Michelle will review the draft standards with the PAC and will solicit comments, questions, and feedback.

Crossing Frequency and Standards

- Michelle - – A bit of new territory. Crossing treatments vary in design. Crosswalk treatment based on travel lanes, vehicle speeds, number of vehicles. Crosswalk Site Evaluation Guidelines is available online. There are guidelines about types of improvements, but nothing regarding frequency. We need to know where those network gaps are. Top causes of fatal crashes for pedestrians in the roadway are at unmarked intersection crossing. There is an explicit Vision Zero action plan in the next 5 years to deal with street design.
- Michelle - Existing Research – No clear research on exactly how far a pedestrian will travel out of direction to access a safe crossing. Generally, people walking will take the shortest route from Point A to Point B. No clear engineering guidelines.
- Doug – Does Scott Parker and Ellen Vanderslice’s research get into impedances?
Michelle – A lot of assumptions were made.
- Michelle – No existing precedent for adopted standards. However, there is some existing local policy foundation. City/ Regional Connectivity Standards – 33.654.110.B1a – applies to subdivisions.
- Michelle - Centerline to centerline 530’ = 2 x 200’ blocks and 2 x 65’ ROW to base some policy off of. Crossing Frequency in the 1998 Portland Pedestrian Design Guide for blocks longer than 400’ and no spacing for City Walkways. Language from 1998 plan is vague and limited.
- Michelle - Proposed spacing standards for marked pedestrian crossings. Based on 200’ block street module, vary based off TSP classification, identify gaps for further

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engineering analysis, marked crossings should be context-driven, in many instances marked crossings will occur at shorter intervals than the stated maximums

- Doug –You’re not going to water down City standards for ODOT, right?
Michelle – Yes. Will come up with good Citywide standards.
- Michelle - Proposed Standards
 - 1) Pedestrian Districts/ Main Streets – 530’ – results in crossing every other block on 200’ blocks, greater frequency with signals, blocks longer than 530’ there should be mid-block crossings provided
 - 2) City Walkways – CW outside and between ped districts and Main Streets will be 795’ (add an extra block 200’ + 65’)
 - 3) Transit Stops – Marked and/or enhanced crossings will be provided at all transit stops regardless of street classifications. Enhanced means anything above marked (more than paint).
- Doug – Ped Districts are off. City Walkway is a deficient term too.
Michelle – These will be revisited in PedPDX.
- Michelle – Additional Considerations – RRFBs potential – A step down from passive or hybrid and more affordable. Can’t place RRFB within 600’ of existing traffic signal right now. Proposed maximum spacing guideline for City Walkways therefor allows for RRFBs.
- Michelle – Spacing Standards and Crossing Demand –
 - 1) Ped Districts/ Main Streets – Establish level-of-service standards, attract future users by providing safer/comfortable facilities,
 - 2) City Walkways –Need to show 20 peds/ bike crossings per peak hour required to provide new crossings on City Walkways.
 - 3) Transit Stops – We’re not requiring 20 ped crossing per hour.
- Michelle - Next Steps – Review internal/ external partners (TriMet), “Test” proposed standards on Outer Division, and discuss options for adopting/ implementing new crossing spacing standards
- Elaine – Excited about this. Demand is there. Curious about effectiveness of crossings when it is paint on the ground. Violations when it’s just paint. False sense of security to pedestrians. Research out there?
- Michelle – Crossing standards based off this research. Lower speed or two lanes makes it difficult. Speed and road width goes up means higher crossing treatments. Look at the lightning
- Arlene – Will there be adjustments to RRFB placement?
Michelle – Working with engineers to make RRFBs more visible.
- David – Every intersections is an unmarked crosswalk. This isn’t a well-known fact.
- Anthony – Thank you. This is a problem we’ve been dealing with at Metro. Once Portland has something in place, we’re going to try it with SW Corridor.

Outer Division Multimodal Safety Project (Liz Mahon, PBOT Project Manager)

Liz will brief the PAC on the scope of work for the Outer Division Multimodal Safety Project. She will outline the various projects already planned for the corridor, the additional modal

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improvements that this project will provide (including pedestrian crossings per the draft crossing spacing standards), and will discuss how the various pedestrian, bicycle, and transit streetscape elements will relate. An open house with preliminary conceptual designs is planned for July.

Key questions/issues for the PAC: Awareness of project scope, and invitation to review design as project progresses.

- Liz - Outer SE Division St – Safety Action Plan on Division – Purpose of tonight to brief and inform the PAC. Projects been going on since 2011. Enhanced crossings with the new pedestrian crossing standards. Overlay what we know about the Division transit design. Access management in Jade and Division Midway. Building out center median islands and putting street trees on the medians. Division Transit coming along. Boulevard treatments have been successful in other places at curbing accidents. See infographic for all the types of improvements what will be occurring on Division. Signals and Streets Lights division is doing a corridor analysis. Additional street lights will be added in the upcoming future. Can't get RRFBs to talk, so we'll be looking at HAWKS.
- Anthony - RRFB has to respond to pedestrian, while signal can make pedestrian wait.
- Liz – PBOT will be looking closely at access management. This year concurrent with developing contract plans. Remove parking to get bike lanes (land use low). Teaming up with TriMet to talk about Outer SE Division and Division BRT. There will be education and outreach.
- Elaine – Fascinating project- Collect all the information so you can publish in the future. This could have so many applications to different communities around the country.
- Gena – Any outreach with Harrison Park Elementary? Horrible overcrossing. Is PBOT talking about moving this? Great for hanging banners.
Liz – Art project in the works to attempt to beautify it. Costs money to take down and it's not hurting anyone.
- Eve – One thing to think about for the pedestrian is that it's very exposed and there needs to be some shade to make it less exposed for pedestrians.
Liz – Problem is it's 7' curb-tight sidewalks. Getting the planting strip will be piecemeal for a while.
- Arlene – How does this reconcile with ODOT saying they can't do things because it doesn't meet federal standards? Not required so they're not going to do it. We need to push hard on ODOT.
Anthony – They do a lot of things that aren't required.
Elaine – It's probably a budgetary problem.
- Doug – Worried about National Highway System.
Anthony – Feds vastly expanded NHS a few years ago.
Liz – Our current experience with that is all tied to capacity. Glisan is on that list.
Anthony – No design requirements for the NHS.

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8:00 – Meeting Adjourned

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