

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, June 20th, 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: Courtney Duke (PBOT), Judith Gray (PBOT), Rich Eisenhauer (PBOT),
Mauricio LeClerc (PBOT), April Bertelsen (PBOT)*

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6:00-6:22 - Greetings, Introductions, and Hot Topics

Meeting facilitated by Roger

Michelle Marx:

PED PDX update

- We are waiting to receive grant funding for Ped PDX
- Outreach for the project has begun
- We participated in the Grand Floral Walk
 - We handed out flyers and invited people to participate in our survey
- We have launched our online community survey
 - There are flyers to hand out to committee members
 - Participants are eligible to win prizes.
- We have Ped PDX shirts to give out to any committee member that wants one
- *Arlene Kimura:* Can people fill out the survey on tablets or smartphones?
- *Michelle:* Yes, we tested it and it works.
- We want to know where people think that we should be focusing our funding. Should it be on connections, safe routes to school, etc...
- *Elaine O'Keefe:* How long will the survey be up?
- *Michelle:* All summer.
- *Dough Klotz:* Where is the freeway widening in the Rose Quarter on the TSP or RTP list? I want to oppose it. It's something that I'd like us to take a position on.
- *Michelle:* I think you should draft a letter to City Hall.
- *Doug:* I see that improvements to Rose Quarter surface streets are on the list. I think that is part of the freeway widening project.
- *Judith Gray:* I can explain. I will talk about it during the RTP presentation.
- *Michelle:* A question to the group: Do you want to continue the tradition of your summer field trip?
- There was some interest in Better Naito, and how it fits into the Central City Plan. So we could do a downtown walk. Gabe can talk about Central City issues. There are some Fixing Our Streets crossings that are planned for Naito. We could have someone talk to us about the Green Loop, Livable Streets, etc...
- I'd like people to weigh in.
- *Elaine:* I think a good topic would be pedestrian access during construction. We could visit a number of different construction sites downtown.
- *Rebecca:* I would second that. There are some sites near the Burnside Bridge.
- *Michelle:* So yes to field trip next month?
- *Rod:* One idea would be outer division. The other would be what the freeway widening project would involve, in terms of improved pedestrian facilities.
- My impression was that there would be a number of ped crossings/improvements as a part of the freeway widening.
- *Michelle:* That was my understanding. But it's not funded.

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- *Elaine:* There are no engineering drawings, so what would there be to look at?
- *Michelle:* To make the field trip work it would have to be next month in July.
- *Roger:* I will announce in advance that I am out of town. But Anthony will cover as Co-Chair.
- *Eve Nilanders:* I won't be able to make the PedPDX first advisory committee meeting.
- *Roger:* It's Wednesday the 28th on the Second floor of the Portland building 5:30-7:30
- *Elaine:* I can do it if not anyone else.
- *Michelle:* It will be an overview meeting. If you can't make it, it won't be critical.
- *Roger:* There is a large number of people on the CAC, so could alternates fill in?
- *Michelle:* There are no alternates.
- But it would be great to have a PAC member there because there are a lot of people who will attend who are new to citizen involvement.
- *Scott Kocher:* Most of you know that speed limits can be lowered on all residential streets in Portland per a new state law.
- My feeling is this could be the single greatest improvement in the Portland ped environment in our lifetimes. I want to know how it will be rolled out.
- *Roger:* That law was celebrated at the Vision Zero Committee meeting. PBOT said that their official policy is to wait to roll it out.
- *Elaine:* There is already a lot of confusion.
- *Michelle:* There are ongoing discussion at PBOT. I did ask Mark Lear to join us in August. We will know more at that point.
- *Scott:* I don't know if there is going to be backlash. I tell people that I have a young child, and that I would like people to go slowly on my street in exchange for me going slow on their streets. People seem to be encouraged by that.
- *Arlene:* I just assume go 20 now. My street was just changed from 40 to 35. But people still treat it like a 40mph street.
- *Doug:* The only streets that are likely to be changed are greenways?
- *Elaine:* I believe that some areas where you are coming onto a local street from a faster street that have signs.
- *Michelle:* PBOT has all of the locations mapped out. There are hundreds.
- *Roger:* I've seen a printed map at the vision zero task force that had all of the locations. There were a lot of them.
- *Michelle:* The first CAC meeting is next week
- Eve Nilanders is the PAC member on the committee. She won't be able to make it to the kickoff, and is asking if PAC members can fill in

6:22-6:37 – TSP Update: Stage 3 – (Courtney Duke, PBOT)

- *Courtney Duke:* We are not doing a lot about ped projects in the TSP update because we are doing the PedPDX project to address those issues.

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- Stage 1 was part of the comp plan update. We came to you at that point.
- The PAC was also involved in the project list creation, and the financial plan. Those were adopted by the City. Some of those items are being appealed at the state level. most of those appeals are about zoning.
- We made some changes to street classifications and bike classifications. We made changes to street design classifications.
- *Doug:* That didn't change any designations?
- *Courtney:* We'll get to that.
- We got that done in December.
- We are making changes to geographic policies. We are changing district policies to the 5 pattern areas.
- We are making modifications to street classifications including transit and emergency classifications.
- Transit changes have come out of our work with TriMet.
- We have worked with traffic calming classifications and how they work with emergency routes. We no longer need permission from Fire to do calming.
- We are deleting most of the objectives in the TSP.
- We are updating the modal plans.
- We have an update to autonomous vehicle policy.
- We have a discussion draft out now. Comments are due July 21. Another draft will come out on August 18.
- Then there will be a recommended draft which will go to council in hopes of passage by the end of the year.
- Classifications are on the Map App, and you can look at them there.
- We plan to be in front of the Planning and Sustainability Commission in September.
- We are not proposing changes to pedestrian districts in the TSP. That will be addressed in the ped master plan update.
- *Scott:* I have a lack of detailed knowledge. But is it better to get ped stuff in the TSP instead of waiting for the ped plan?
- *Courtney:* When the ped plan is adopted by council, its recommendations will be added to the TSP.
- The whole ped plan won't make it in, but certain sections will be added to the TSP
- *Rod:* is the ped master plan funded?
- *Michelle:* The grant money will start coming in August.
- We have consultants on board. We are just waiting for the money so they can begin work.
- *Rod:* I'm troubled by the pattern areas. How do they affect transportation?
- *Courtney:* We are proposing deletion of all objectives that relate to districts and replace them with objectives that are related to pattern areas.

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- Staff did an audit of those district policies and objectives. A lot were projects or action items that were really things that should be citywide. We added things to pattern areas to implement things that apply to transportation in specific areas.
- We want to double check to make sure that only items that are really specific to the pattern areas are being included in the pattern area objectives and policies.
- We have gotten feedback that some of the pattern area boundaries should be shifted.
- NW is overlapped by four out of the five pattern areas.
- *Doug*: I have concerns about pattern areas as applied to land use and transportation.
- Some pattern areas are auto oriented, and some people want to preserve this existing form.
- *Courtney*: We spent a lot of time focusing on getting ped and bike access, especially in the western pattern area.
- *Doug*: It's important on the East side, as well.
- *Courtney*: I'd encourage you to look at the pattern area sections and comment if you believe that we aren't doing enough to address these issues.

6:37-6:40

- *Roger*: I have several quick announcements. I am the PAC rep to SWIM. We don't know who the project manager will be. Denver is out of town, and staff hasn't gotten back to me.
- Vision Zero meeting last week focused on projects in the next 2 fiscal years. We split the task force into groups to give feedback to staff on implementing the projects in communities of concern. There was a lot of support for other projects that are not in those communities.
- *Elaine*: Is the list a draft?
- At what point does the list become a plan?
- *Roger*: It is still conceptual. A gap analysis for high crash corridors have identified new projects that weren't in the TSP
- Major decisions in the SW Corridor are still a long way off. They are looking at access to PCC and the Ross Island bridge head. The next 2 Thursdays there will be meetings about SW Corridor topics that will include land use.

6:40-7:16 - 2018 Regional Transportation Plan (RTP) Call for Projects (Judith Gray, PBOT)

- *Judith*: I represent the City of Portland at Regional Meetings as the transportation representative.
- The RTP is a regional plan. There are things that are similar to the way we do our City plans. But it is different.

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- The TSP and its amendments are still our primary planning document.
- We have spent the last couple of years going over a similar process to the one that we have done for our TSP update at the regional level.
- It is difficult to get all of the entities across the region to come to agreement on issues.
- We got the funding forecast for the RTP in April. So there has been a really short turn around on finalizing the list, which is a result of a 4-year planning process.
- The Portland projects that are making it on the list, such as the Vision Zero projects, are projects that have already been vetted by the community.
- Metro has to make sure that we are in compliance with our requirement to update the RTP so that we are eligible for federal funding.
- The City had assumed that there would be \$1.4 Billion for projects. But the actual funding actually came out to \$1 billion. But that didn't turn out be problematic because they narrowed qualifying projects down to those that were more than 1 million. We also removed projects that have already been funded at the local level, such as the Sullivan's crossing.
- *Doug:* So all of the ped and bicycle projects were funded by other sources?
- *Judith:* Not exactly. We were trying to trim the list down to a list that was feasible. We populated the RTP with projects that came out of our other planning processes, pedestrian, Vision Zero, bicycle, etc...
- If there is something that we want to seek federal funding for we will go to the RTP list to see if it's on there.
- There is a financially constrained list: Category A. That's our first priority. We have the funding capacity identified for these to happen in the next 10 years. Category B is also financially constrained, but in the 10-20-year time frame. Category C is also a priority list, but they are projects that don't have identified revenue sources.
- June 26 is the deadline for project input.
- *Doug:* Local priorities are climate and congestion. The mayor claimed that we are helping climate by reducing congestion. Widening a road to reduce congestion is just a short term fix.
- *Judith:* Our strategy is Connected Centers; it's shifting mode share. It is not widening roads.
- *Doug:* I'm just worried that using the word congestion will signal to the public that the City is in favor of widening roads.
- *Rebecca:* I work for Metro on the RTP, so I can't comment. But your presentation on the RTP project list is great. I'm excited for the project list, just from what Mauricio presented to use, I think it's going in a good direction.
- *Roger:* The project list that I have in front of me are all unfunded?
- *Judith:* What does the list say in the corner?
- *Roger:* Portland 1-10

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- *Judith:* That means that it's financially constrained and planned for the next 10 years. Some of them have officially been rewarded money, but we haven't received the funding. The RTP list is done under the assumption that some of these projects have already received funding, and the totals reflect that.
- *Roger:* The project list doesn't reflect the shared investment strategy. There is a list of projects that are associated with major transit projects, such as SW Corridor and Powell/Division, which aren't funded by those transit projects. The projects that are associated with major transit projects should be on those lists as well.
- *Judith:* We allocated \$30 million to projects to access SW Corridor. That's not nearly enough. So much is unknown, and will be addressed through the DEIS. These issues include the Ross Island bridge head. As the DEIS is developed, we will get more specific with those projects. We wanted to be strategic about what projects we put on the list. Anything that we tag the name of Portland on becomes ours and ours alone. By not putting Portland on some of these projects, they can remain regional priorities.
- *Roger:* A lot of these projects are not just light rail. These are other projects that are on associated arterials, and they need to happen.
- *Judith:* We can amend the RTP if we need to.
- *Rod:* In the context of ODOT partnerships, where are we in terms of federal funding? Have federal dollars been committed to this list? When will the next federal funding package occur?
- *Judith:* I don't know. I think the RTP list includes money that we get from federal and local gas taxes and other funds that we get from Tiger.
- If you have specific questions about specific topics, I just want you to direct those questions to staff. If you think Vision Zero, a certain geographic area, or some other topic should be a priority you should send a message to staff or Commissioner Saltzman to make sure that we are aware of your concerns.
- ODOT's plan for orphan highways such as Barbur, Powell, Lombard is that they don't have a strategy or a plan for those streets. PBOT has priorities and plans for those streets, but we are not calling it jurisdictional transfer. If we are only pursuing JT it would be an all or nothing strategy. We want to make sure that these streets are being fixed, so we are putting projects on the list on these streets that we hope will be completed regardless of whether we get JT.
- ODOT does things on a large scale that don't often get captured by the RTP list.
- *Roger:* But what about projects that PBOT successfully applied for grants on?
- *Judith:* If you feel strongly about it, you should lobby to get those projects on the list.
- *Roger:* We are over time on this topic.
- *Arlene:* Regarding partner projects, who determines how much they pay.
- *Judith:* We still have to negotiate that. The list is not a formal agreement. The details still need to be worked out.
- *Arlene:* How do the dollar splits get decided?

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- *Judith:* It depends on whose priority it is.
- *Arlene:* Columbia Corridor freight people want a lot of stuff, and I'm not sure they are offering to pay enough.
- *Scott:* Is ODOT not making improvements on orphan highways because they anticipate JT to occur at some time in the future.
- *Judith:* They are doing some projects. But I was disappointed that they were only talking about JT on their list.
- *Scott:* If there is no time frame for JT, they are viewing these as streets as lower priority because they are planning to get rid of them. They will say that Portland needs to pay more to make it happen.
- *Judith:* They would probably have a different slant on the issue. But their top priority is the freeways.

7:16-7:49 - Transportation System Development Charges (TSDC) Update (Mauricio LeClerc and Rich Eisenhauer, PBOT)

- *Rich Eisenhauer:* I was here in February. Anne Hill is out of town, so I'm filling in.
- SDCs are one time fees that we charge to developments for capacity improvements to the transportation system: sidewalks, streets, etc...
- We are updating the methodology of collecting SDCs, the list of projects that are eligible, and the rates that we charge.
- We are shifting to a person trip methodology. We no longer separate trips into modes. This allows us to charge up to \$20,000 per person trip generated.
- There is currently a lack of data on person trips. So some of our factors are still based on ITE data. We hope to switch over to all person trip data as more data becomes available.
- *Roger:* The projects that are TSDC eligible aren't going to be funded entirely from TSDC funds. So does the TSDC list take into account the other funding that is needed?
- *Mauricio LeClerc:* SDC is a tool that is used to leverage other funds from other sources.
- *Rich:* Citywide projects account for \$494 Million. If you add in regional projects that SDC funds will contribute to, it comes out to \$589 Million.
- *Scott:* A new development is going to generate a certain amount of trips. How did the old system calculate these trips?
- *Rich:* The old system penalized bike and ped trips. The mode split has changed.
- *Scott:* When you go to a person trip model you are lumping everything together and working with averages.
- Your ultimate request is for a letter of support on the list and the fee?
- *Rich:* It's for the list, methodology, and the rate.
- *Scott:* When you shift the trips does it change the overall revenue generated?
- *Rich:* Council set the rate to be comparable to what it was 10 years ago. We are only funding 40% of the list. We are hoping to go from 40% to 50%.

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- There are fee reductions in the Central City and fee reductions in Centers and Corridors. CC=33% reduction. Centers and Corridors=8% reduction.
- *Roger:* You are asking for a letter of support. When would you need it by?
- *Rich:* We are going to Council on July 26. We would like the letter about 2 weeks before the Council date.
- *Roger:* Do we have a motion for a letter of support?
- *Doug:* Yes
- *Roger:* A Second?
- *Elaine:* Yes
- *Chase:* if we are trying to incentivize development in Centers and Corridors, 8% isn't much.
- *Rich:* We're trying to base our adjustments on data.
- *Elaine:* If you give too many discounts you don't have money to spend on projects.
- *A vote was taken on whether to write a letter supporting the TSDC update.*
- *Roger:* 8 votes in favor
- 3 abstentions.
- *Rebecca:* I would like to help write the letter, but I still have some questions about the material.
- *Michelle:* We can coordinate staff support on writing a letter for the committee.

7:49-8:16 - Enhanced Transit Corridors (April Bertelsen, PBOT)

- *April Bertelsen:* I'd like to invite you to the ETC open house tomorrow. I feel like we won't be able to get to all of the material tonight.
- There is a sign-up sheet for people that are interested in tracking the project.
- ETC is more than a regular frequent service bus, but less than high capacity, such as light rail or BRT.
- There would be moderate capital and operational investments that could be deployed more quickly than a major transit project.
- Projects could address portions of a project or an entire project.
- There is a toolbox that is available on the website.
- There are bus lines that carry close to as many riders as MAX or streetcar.
- Mode split has been shifting away from cars, but transit share has remained static.
- Frequent service bus lines can help to get more transit to centers.
- *Rod:* How will you be monitoring improvements?
- *April:* That is what we will be deciding in the project.
- *Rod:* Will it be monitoring bus speed and boardings?
- *April:* That will be part of it. We will largely be relying on TriMet data.
- We have done an existing conditions and methodology report.

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- Criteria:
 - o Existing weekday transit trips
 - o Reliability
 - o Transit speed
 - o Dwell time
 - o Equity
 - o Growth
- *Rod*: you might want to add rider satisfaction measures.
- *April*: I will take that into consideration, but it might be difficult to get that data at this scale.
- *Eve*: Are you looking at the length of rides?
- *April*: It's difficult to get that measure because everybody's trip is a different length. It's hard to correlate boardings and departures.
- *Eve*: Delays might be less impactful on shorter trips.
- *April*: Yes, these benefits would be greater for people that take longer trips.
- *Roger*: What about people that have trips that don't fit into the 9-5 schedule?
- *April*: I think TriMet's project will help to address those issues.
- *Arlene*: What about line 77?
- *April*: It was identified for increased service, but it is not a candidate for frequent service.
- We are trying to work with TriMet to get more service to areas that aren't currently served.
- We have done a profile for each of the lines that are included in the project.
- *Chase*: Why are the 12 and the 72 not on the 2040 RTP project list?
- *April*: The 72 is, but we are proposing the 12 as a TriMet led project.
- Some of these are recommendations for projects that are further in the future.
- *Rod*: Why aren't you including Division?
- *April*: SW Corridor and Division are already underway. We will learn from what is happening on Division. We will be monitoring developments on that project.
- There will be an online open house and hopefully an online survey.
- *Roger*: I appreciate the use of NACTO guides in the tool box. Who is the consultant that you're working with?
- *April*: We are NACTO members, so we have access to their material. CH2M is our lead consultant.
- *Eve*: I look forward to working with the toolbox.
- *Roger*: I see people constantly driving in lanes that are supposed to be transit only in the Central City.
- *Eve*: You could have some solutions that are location specific, and some, such as boarding from all doors, which can be used everywhere.
- *April*: There are some constraints that limit the use of those solutions in all places.

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- *Eve:* Having spent time overseas, I feel that our stops are placed too closely together. Other countries have an expectation that people will walk
- *Roger:* We need more amenities, like covered shelters.
- *Doug:* More trees at stops for shade
- *Rod:* Equity issues for bus riders are difficult to measure
- *Elaine:* You can extrapolate from census data.
- *Doug:* you can do a survey
- *Elaine:* Surveys are problematic.

8:16 - Meeting Adjourned