

City of Portland  
**Pedestrian Advisory Committee**



**NOTES**

**Tuesday, February 16, 2016**

**7:00 – 9:00 PM**

**Portland Building, 1120 SW 5<sup>th</sup> Ave, Hawthorne Room (8<sup>th</sup> Floor)**

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

*\* Indicates committee members in attendance*

*Staff Present: Alexis Gabriel*

*Special Guests and Speakers:*

## Introductions/Announcements

- Agreed on a code of conduct for the PAC – coordinated these guidelines with staff and PAC meetings
  - o Create a respectful environment
  - o Discussed the guidelines from the rulebook
- Priorities from 2015
  - o Roger discussed PAC's accomplishments from 2015 & 2016 Priorities
  - o Include these details in the PAC notes
- Announced the idea of an Action Plan
  - o Roger suggested creating a work team that could focus on the Action Plan for PAC
  - o Rebecca wants to provide an email thread asking PAC members about their priorities and goals for 2016
- ODOT Bicycle & Pedestrian Plan
  - o Send out survey while commentary is being collected (Deadline Feb 18<sup>th</sup>) (Send out Open House Survey)
  - o Send out ODOT Bicycle & Pedestrian Plan Draft to the group
  - o Working on a joint letter (PAC & BAC) – would the PAC like to co-sign on this? There was support for this letter
    - Would like to advocate for policies and infrastructure that support a safe and accessible Pedestrian Environment
- Joint Modal Committee
  - o Head of the Joint Modal Committee update from Rebecca
    - Print out provide to the PAC outlining the projects discussed during the Joint Modal Committee meeting
    - Opportunities for joint wins
    - Key pedestrian projects outlined in the Joint Modal Committee project list
      - Roger interested in having a speaker discuss Design
      - Rebecca highlighted:
        - o NE Ramona and NE Holgate Project
        - o 122<sup>nd</sup> Avenue
        - o Promised the PAC to deliver them a map included in the Joint Modal Committee packet
- Other News?
  - o Member from Oregon Walks discussed the importance of people adding feedback – Transportation Safety Action Plan; and wants to open up the discussion on the new poles located in the ROW
  - o Eve Nilenders – discussed enhanced on 82<sup>nd</sup> Avenue and her concern about the enhanced crossings on that road (wants to see more changes than are currently planned)
    - Sharon White – can a staff member come talk about that?
    - Vision Zero – can a staff member come talk about that?
  - o Oregon Walks member mentioned information on filing a lawsuit since – wants ODOT to better manage that space
  - o David Crout – enforcement meeting planned for 82<sup>nd</sup> Avenue (he finds the focus on pedestrian conduct discouraging)
  - o Arlene Kimura – is worried that the island refugees are not really a safe space.
- Alexis Gabriel

- Mentioned inviting Matt/Wendy to the PAC to discuss Pedestrian Crossing Guidelines
- People are interested in the topic
- Would love to provide their feedback on messaging and the guidelines
- Should we move the meeting time?
  - Should we move the meeting time from 6-8 pm?
    - Elaine O’Keefe recommended a poll to share with the group about
    - Rebecca Hamilton will be sending out a poll asking people to vote on whether the PAC meeting will move from 7-9 pm to 6-8 pm.

## **Citywide Parking Strategy—Grant Moreland**

- Discussed the Central City Parking Policy Update (Presentation part I)
  - The Central City Parking Policy Update is a part of the 2035 plan
  - Downtown Meter Rate Adjustments has already happened
  - Moreland focused on the On-street Parking Management & Private Parking (Zoning Code issues)
  - This new system – A market based approach that helps PDX Central City parking reach a standard of 85% occupancy rate
  - Questions that PBOT is asking in creating a new market approaching to on-street parking
    - How often will we change the prices?
    - What are PBOT’s Max and Min price changes?
    - Other issues:
      - Would like to tie on-street parking rates with off-street parking rates
      - Make the system more dynamic (pricing and geographically)
  - Asked for a letter to Council from the PAC
  - Suzanne Stahl – will this drive more people into residential areas in search of cheap parking? Grant – we have parking permit districts process in place, so PBOT has permit process in place to prevent this type of parking
  - Brenda Martin – what made the city pursue this change? Grant – we did an extensive survey of downtown occupancy and found that some parts (PSU and Chinatown) were at 90% and we needed a strategy to open up parking there ; Brenda Martin – is there a time limit on this parking policy? Grant – we want this to be a permanent feature of parking in Central City; Brenda Martin - Any guess on the revenue change? Grant – typically the meter revenue goes up, but citation money goes down. So it is about even. Brenda Martin – will there be an app for this? Grant – I don’t know if we are developing that now, that will likely be a part of the next stage. However, pay by phone and pay by license plate is likely coming.
  - Eve Nilenders – how will the change occur? Grant – it could be by block face or neighborhood, we are not sure yet. It will likely be by neighborhood. Eve Nilender – is Central City being treated as a pilot for this? Grant – eventually this policy will be city wide.
  - Anthony Buczek – I think this is a great idea. Parking can be so difficult to find because it is free – parking is being over-utilized. Grant - Until there is an

affordable way to track that manually, there will likely be annual checks. We will have signage to clarify parking rules in a neighborhood.

- Rod Merrick - Air quality and minimizing car traffic around the city/idling. How about pointing people to parking garages. How are you balancing the pricing aspect of this and making sure it's not regressive?
- Elaine O'Keefe – interested about the relationship between parking and the business environment downtown. With the increased commercial parking lots, removal of parking lots, how will this new policy address those issues? Grant – we had representatives from the Portland Business Committee and they supported the idea. There is a general consensus that parking needs to be managed.
- Private Off-street Parking (Grant – Presentation part II)
  - This will go to hearings in May and into City Council over the summer
  - We don't have any minimum parking requirements and we don't plan to
  - We are planning to require max requirements at residential properties
  - You are no longer able to just tear down a building and put a parking lot down – it needs to be built in compliment of development
  - Developers are now trying to build as little parking as they can get away with – there has been a trend to build under the parking requirements throughout the city
    - Rod Merrick - Does that mean no more smart parks? Grants – Is the one exception where a developer can provide parking without other development. If there is a need for smart parks, we will provide permission for that.
    - Rod Merrick – there is talk about a large parking lot being built in conjunction with Lincoln High School? Grant – They could go through an analysis that says they need that – but if you go through the criteria, the focus is on day-time needs. They will likely have a hard time meeting the criteria to develop a parking lot. Another option is tied to preservation parking – that allows for older buildings to access parking located nearby. However, that would be a heavy lift.
    - Brenda Martin – Can we open up restrictions on parking? Grant – Yes, we will address this with this new initiative. It would allow for more flexibility in how parking lots can be operated.
  - Centers & Corridors – this is a response to the changes the city make in 2013 – city wanted to develop a more holistic way to do parking that doesn't focus on ????. Peak parking time is in the evening – the happy hour crowd + residents coming home. Outside of that evening peak, overall the desire for parking isn't that high.
  - Parking Management Tool Kit – ways to manage parking and overall transportation demand over time as these regions develop.
  - We notice a lot of growth and demand is occurring from the new apartments and mixed-use buildings. The biggest change is PBOT allowing limits for how many permits are provided. PBOT present policy doesn't place a limits on number of permits issued, since the policy was designed for places that see stable occupancy.
  - PBOT is proposing the use of basing the permit area on zoning. In order to set this up, PBOT is following the same process it does now. Anyone who lives in the

area received a ballot in the mail whereas they can vote on the creation/lines of their permit area. This initiative is focused on areas with parking issues. Once that permit area is established, neighborhoods will have pay for an annual pass. Only a certain amount of permits will be issued. There is also a surcharge that will help pay for TDM benefits for area residents. There

- The comp plan has thousands of people coming with many people bringing their cars. We don't have the room for that. This is a way to achieve a little bit more balance.
- The Pedestrian Industrial Council has decided to charge a \$10 for TDM benefits.
- Elaine O'Keefe – who is going to do enforcement? Grant – enforcement is usually at 6 pm. Elaine O'Keefe – how will we pay for enforcement? Grant – The city will pay for that and plans to expand the number of the enforcement team. However, the enforcement team says the signs will be self-enforcing. Elaine O'Keefe – how will you help those who are not young and healthy? Grant – Anyone disabled is guaranteed to receive a parking permit.
- Rebecca Hamilton – everyone has equal access to the parking, whether they are renters or home owners. I like that part of the plan.
- Oregon Walks member – Folks will have to pay for on-street parking in their neighborhoods. Grant - We plan to move to a license plate and online permitting system. We are not there yet however.
- Arlene Kimura – How about central services for group homes? Where will those ambulances and service agents park? Grant – people who come for a couple hours will have a place to park. We will provide provisions for guest passes.
- Marianne – Are you working with TriMet at all? Are they going to increase transit service? Grant – Yep
- Rod Merrick – Thinks that this plan is 50% really smart 50% wishful thinking – The developers and builders should solve this problem.

## **47<sup>th</sup> Cully Project Review with Andrew Aebi**

### **- Overview of this Project**

- **Portland Street Surface by Neighborhood**
  - We are tracking where sidewalk gaps and curb ramps gaps are
  - Andrew would love to send me a link to the Street Surface document if desired by the PAC
  - PBOT tracks sidewalks and curb ramps separately
  - Sidewalks cover 61% of the city
  - Suzanne – there is an assumption that if there is a sidewalk that it meets ADA standards? Andrew – this map doesn't take into consideration pavement or the sidewalks conditions. It just complete outlines gaps in our systems.
  - Most of our LIDs have been concentrated in East Portland.
  - This map will be updated annually in July.
- **Properties Accessing NE 47<sup>th</sup> Avenue**
  - This is a model that outlines how FTC projects can overlap with LID projects
  - We have children walking along the fog line to get to school and Whitaker Pond

- Project allowed they could put in new sidewalks that wouldn't have to be replaced for decades
  - Also would be able to put in bike lanes
    - Put in septic tanks (put in sanitary sewer)
- Would like to ask PAC for a letter of support for Council
- Rebecca asked for the Andrew to send a composition of the LID (financial information)
  - Would like to send a letter of support
  - People impressed by the work of Andrew Aebi!! This is an awesome project
  - The bike lane and pedestrian – there will be a pinch point every 200 feet, however the infrastructure will allow for pedestrians to freely navigate this space
  - Bike lanes and sidewalks are on both sides
  - The storm water facilities will provide the buffer between the bikes and pedestrians; there are protected bike lanes
  - Scott Koecher (Oregon Walks) – who is using this new infrastructure? Andrew – people are using these sidewalks/bikes to get to employment, school, and recreational areas.
  - Rod Merrick – I am concerned about the city walkways? We want to add in those 2-3 feet now! Andrew – The sidewalk is physically separated from the street. We also cannot develop that sidewalk without making major impacts along that corridor.
  - Roger Averbeck – Can you send us details on the project that will make this project easier to support? Andrew – Andrew can send that information to you. Can pull up the financial information and send you the classifications.
  - Andrew – Going to council on March 1<sup>st</sup>. We would love to have your letter of support.
    - Will send an Ordinance of re-development. Will provide a real life example of how the ordinance of re-development will work.
- Supporting Letters PAC
  - Supporting letters for both letters (but will send them additional details)
  - Rebecca will work on the 47<sup>th</sup> Avenue Letter
  - Anthony Buczek will work on the Parking Letter