

City of Portland  
**Pedestrian Advisory Committee**



**NOTES**

**Tuesday, April 19th, 2016**

**6:00 – 8:00 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, Kevin Donohue*

*Special Guests and Speakers: Mark Lear, April Bertelsen, Francesca Patricolo, and Clay Veka,  
PBOT*

## **6:00-6:15 Greetings & Introductions**

### **6:15-6:30 A Review of the RFF projects draft list – (Mark Lear, PBOT)**

- Mark provided a handout that gives background on the Regional Flexible Funding (RFF) for transportation. These are regional funds on Metro's table. Last time this was a regional process, but this time the different projects throughout the region will compete against each other for funding. Mark estimates there will be \$11 million available, based off previous funding, for active transportation in the Portland area. PBOT usually builds a 200% list that they will give to Metro (approximately \$22 million worth of projects). Applications are due in August and September. There is a JPACT meeting coming up where they will talk about active and freight transportation. There will also be tentative criteria that will be modified over time. This year they are adding safe routes to school (every kid campaign) and this is unlike anything Mark has ever seen. They already have 89 partners that have signed on to this and want to get more regional funding (there will probably be more criteria for getting kids to school safely).
- Q: Doug – I don't see all the non-active projects were competing against.  
A: Mark – There will still be an active and freight pot, so they won't be competing against each other. Also, approximately \$29.7 million will be allocated to safe routes to school out of the \$35 million.
- Mark – What Mark wants: Recommendation from the PAC saying here's 4 or 5 projects we should be putting grant requests together for. Mark will work with Alexis and Roger so the PAC can score projects and add additional projects the group would recommend. Mark can get the spreadsheet with the projects out in the next few weeks and then the PAC can rank them by priority; the hope is that the scoring happens in a timely fashion.
- Rebecca – She is unable to comment on this because she works for Metro (conflict of interest).
- Roger – To clarify Doug's question, Roger noted that this is PBOT's list. These projects are competing against other active transportation projects. If the split between active and freight projects remains then the projects shouldn't be competing against freight projects.
- Mark – Commissioner Novick is supporting PBOT on this. It would be nice to share other projects that we know are out there. Mark provided a few handouts. The first handout shows a list of projects that were identified by the previous PAC during the last TSP process. Commissioner Novick asked PBOT to list the bureau's top 10 priorities.

- Mark – Mark went through some of the projects on the list. The Inner Eastside Pedestrian/ Bicycle Bridge (TSP ID: 20077), the bridge over Sullivan’s Gulch, is a project where SDC funding could potentially be used. It looks like The 70s project, a crossing under the 405 (T-Hop), will get funding and the Flanders Bridge project will get funded by Connect Oregon. PBOT is currently sitting on SDC money because they can’t use it. There is ODOT and PDC funding for the Lombard Project (TSP ID: 30037).
- Roger – Asked Mark to include the asking amount for funding so we have an idea of how much we’re asking for. Consideration of one big project versus three small ones is important.
- Q: Brian – No. Lombard Question – Is this a road diet?  
A: Mark – It’s a build-out of that project.
- Doug – Some of the emails sent out before the meeting include the projects on the list.
- Mark – NE 72<sup>nd</sup> (TSP ID: 40012) might get combined with another project. On 82<sup>nd</sup> Avenue there is a desire to do more projects, but they might be premature for RFF funds. The Outer Halsey Pedestrian Improvements (TSP ID: 50028) project really stands out now because of the most recent crash data that was presented by Vision Zero. 122<sup>nd</sup> Ave Corridor Improvements (TSP ID: 50049) was put on the list originally by the PAC. There is a need for transit stops and this is a good RFF request. April Bertelsen’s TGM grant is also a good RFF nominee.
- April – The project that Mark is referring to looks at all modes, safety and place-making. She will likely be submitting a TGM grant this June.
- Mark – The Wildwood Trail Bridge (TSP ID: 60024) has about \$.5 million in city funds, so this shouldn’t be on the handout. The Outer Powell Blvd Corridor Improvements (TSP ID: 80015) started with a TGM grant and now ODOT has agreed to help with the crossing. PBOT is looking at some SDC funding to make this project more competitive.
- April – The Outer Powell project identifies phase 1 of this project, but with the TIGER grant she’s working on this project would be extended from 116<sup>th</sup> Ave to 162<sup>nd</sup> Ave (city limits). SDC and TIGER coming together would help this. Would the PAC write a letter for the TIGER grant to help with this?
- Mark – Outer Stark Ped/ Bike Improvements (TSP ID: 80017) is another project that the crash data really supports. Capital Highway Corridor Improvements (TSP ID: 90026) is a project that PBOT is working on with BES. If the gas tax passes this will be funded with SDC funding.

- Roger – What if the gas pass doesn't pass, will this get the funding? Mark's Answer – PBOT will still cost it out, but the election is coming up on May 17<sup>th</sup>.
- Mark – Garden Home & Multnomah Intersection Improvements (TSP ID: 90101) is a project that Zef Wagner and other PBOT employees have found funding for. This project is outside the county, but in the city still. PBOT might be able to get this funded without going to the regional level. There might be revenue raised by Washington Co. that could be used to work on this project.
- Mark – Basically, Mark wanted to come here to let the PAC know that PBOT needs their help and to provide enough time to get a letter from the PAC .
- Q: Brenda Martin – How do we prioritize if a project already has money or potential funding sources?  
A: Mark – PBOT will try to highlight that in the spreadsheet by ranking those with funding as a lower priority. The David Douglas safe routes to school is going to rank really high on this list and is one that is going to eat up \$3 million of the \$11 million that's available. Mark also thinks the Connected Cully project is really important. These two projects should be really high on the list.
- Q: Brenda – What's the difference between the two lists?  
A: Mark – One was a snapshot in time and the other is a list of projects that would be at the top of the list for getting the PAC's support.
- Roger – The one page list was the PAC's top list when they looked at the TSP. The criteria was used to write this project by city staff and it would be good to look at the ranking that was previously completed.
- Doug – Movement to supports April's TIGER grant for Outer Powell.
- PAC Votes – Motion carries to support the TIGER grant.

**6:30-7:15 Growing Transit Communities – (April Bertelsen and Francesca Patricolo, PBOT)**

- April provided handouts about the Growing Transit Communities (GTC) project.
- GTC Plan is focused on the transportation issues in three corridors. The three corridors are Middle Halsey (47<sup>th</sup> Ave to 102<sup>nd</sup> Ave), Outer Stark/ Burnside, and Airport Way. These areas have the zoning for transit.
- This project has tried to make a prioritization method while looking at the transportation needs in these corridors. April and Francesca are looking for input from the PAC regarding prioritization and needs. There are links on the GTC website that show the

needs for different corridors. The needs analysis is based off old plans and the high crash corridors. PBOT is looking for unfunded projects. GTC projects are informed by past plans, current network deficiencies, and community output.

- Francesca – Community outreach has been gathered using public feedback and PBOT really wants to hear from community members about the spots that need the most attention. Some of the needs include sidewalks, benches, lighting, safe crossing, etc. PBOT has been doing community outreach with many specific groups and organizations (Rosewood Initiative, JOIN, Rose City Park neighborhood, etc.). A mailer about GTC was also sent to ~23,000 addresses. East Portland Neighborhood Newspaper had an add about GTC. Translations to the different languages in these corridors. PBOT also did Facebook advertising that reached 6500 people that commute in this area. There is GTC online survey that has about 275 responses so far. Asking people in this community what criteria we should be using to prioritize projects in this neighborhood.
- April – PBOT also has a community advisory team to help with this project. Arlene Kimura is on the advisory team, she is also a PAC member, and she lives in one of these corridors. PBOT also has two David Douglas students and an Oregon Walks partner.
- Q: Eva – Curious about the primary destination on the 77 and are people traveling beyond the corridor?  
A: April – PBOT doesn't have this data. TriMet doesn't have it system wide, but April would like to see it applied further. There is data about people working in the corridors.  
Francesca – In the survey PBOT asked people why they use the bus and this uses the TriMet survey.
- April – Criteria – Developing selection tools and criteria so we can analyze them after we have universal list of projects. Advisory group had some suggestions on the Criteria list. There may be more to come on the Criteria list (employment). PBOT wants help from the PAC with developing the criteria. There is a plan to use a weighting tool to look at how the different projects improve connectivity issues.
- Francesca – This criteria does reflect survey data about safety.
- April – Going through Criteria list – Ride-able pedestrian network analysis to inform number 6 (Network Connectivity Benefit/ Convenience) .
- Francesca – What this means is that all the 275 comments or meeting feedback are going to help PBOT prioritize these projects and make sure that they get implemented in the short/ long-term. What PBOT wants to do right now is have people vote and get the PAC's top two priorities.

- Alexis – Are you only going to pick the top two, or are you going to use all the criteria and have different scores attached? April’s Answer – we’re hoping to use them all, but have priority on what gets voted the most.
- Q: Doug – On the maps there is population and employment density. I would assume the number of people this could benefit would rely on the number of people in the areas and the zoning.  
A: April – This is what we heard from the TAC. Population density or proximity should be added. We’ve also thought about adding the question, “do you use transit?”
- Q: Roger – I appreciate the community’s valuation of safety. How would you incorporate safety concerns into the analysis?  
A: April – One thing we started out with was the crime data. It’s on PortlandMaps. If it’s a higher crime area then people probably don’t feel as safe there. Could we get feedback from TriMet about safety concerns (talked about at the TAC)? In the vicinity of the stops. There is a question about network connectivity, Vision Zero has looked at this some, and how to gauge with people biking/ walking to bus versus just taking bike/ walking. How do we deal with the time and delays people encounter? PBOT is looking at how we make it more convenient to get to the bus and we’re working to grow the market of transit riders (reduce delays and more frequent service). To the extent of things we can control in our realm, this is helping us prioritize. Roger – Would there be a competition amongst projects? April’s Answer – TriMet has already announced to increase ridership on different lines.
- Q: Brenda – Clarifying questions – How big is the buffer?  
A: April - ½ mile from the bus lines.
- Q: Brenda - One criteria is public support. Are you presenting a list to the public?  
A: Francesca – It’s been a little bit of both. We took from existing plans and have rolled that in with what the public sees as important projects. Also looked for deficiencies or problems faced by the transportation network.
- Q: Brenda – When you’re looking for support the sky is the limit?  
A: April – Do we have the right needs to define our universe? Get feedback through the criteria.
- Q: Roger – Why would Criteria number 5 be in there?  
A: April – This was a deeper look at these corridors
- VOTING PROCESS for GTC Proposed Criteria for Prioritizing Candidate Active Transportation Projects – Rolling this in with other feedback and adding to all the

feedback we've gotten so far. PAC voted, in order, these as the most important, 1) Network Connectivity, 2) Equity.

- April – Pedestrian Network Analysis – We are building routable network to look at this. Helps provide more data and equitably informed decisions. Did a pilot of this with East Portland In Motion (EPIM). We want to simulate what it's like to be a pedestrian in the city. Presence of infrastructure, what it's like to walk down different streets, who's our designed pedestrian? A more conservative approach that looks at seniors or little kids and how they get around the neighborhood. Trying to build an environment for all, so the baseline will show deficiencies.
- Q: Doug – Explain Impedance  
A: April – Resistance or what slows you down when getting somewhere. The longer it takes, the harder it is. Think about in distance and time. Volume of the road (number of lanes) makes a road easier or harder to cross. Cul-de-sacs being more comfortable for some people to walk in than the busiest or biggest road. Speed limit will be another proxy, along with street type. We'll also code in where there are existing beacons or crossings. Building the network in OpenStreetMap and Metro's RLIS Streets GIS layer. Working with Oregon Walks to collect data about where there are streets and sidewalks (working on Halsey right now). Looking to unzip the streets so that we can look at both sides of the street and the four crosswalks. We will later compare projects based of the score and this will help inform our final list.
- Q: Roger – Impedance and network analysis – Are we going to look at turns? There are a lot of near miss and uncomfortable situations created by how the signals operate.  
A: April – Right now the model is not complex enough to look at this. We would need turn volumes and other data to look at this. Roger – This is necessary as you actually start to implement projects. April – We consider these three corridors a pilot and then we want to look at how we can do this citywide. Conversations with Metro and TriMet about how we can do this in a coordinated fashion.
- Scott – This is fantastic and exciting to watch its evolution. Curious about the stress component and how this limits walk. Overlap with the crashmap and the model might be interesting.
- Eve – The level of noise and tree cover play into the amount of stress felt by the pedestrian. Tree cover during hot days and barren streets. Volume and speed create this noise, but tree cover is something we haven't thought about yet.
- Anthony – How is this a conservative approach? April's Answer – Is or isn't there a presence of a sidewalk. No walking on a local street or low volume street. Caveat would

be that we don't know if those existing sidewalks are completely accessible. Anthony – Don't undervalue something because it isn't accessible. April's Answer – The model is not going to smart enough yet to look at these.

### **7:15-8:00 - Key Issues from the Vision Zero Initiative (*Clay Veka, PBOT*)**

- Clay Veka (Vision Zero Program Manager) – PBOT is really excited about this project increasing pedestrian safety. GTC and Mark Lear's RFF presentations are very timely with Vision Zero. PBOT is in the middle of a one-year planning process to develop a Vision Zero action plan (Director Treat has made this her mission). As part of this PBOT has been investigating fatal crashes in great detail (where, when, and why they happened). Vision Zero exists throughout the country and Portland is hoping to use examples elsewhere to get the number down to zero.
- Clay – Here today to look at Portland's fatalities, see if there are any draft actions, and get feedback from PAC. Is there anything missing or anything that PAC is going to want to push? Hope to have a final action plan by this fall and lend support to it by the fall.
- Clay - We've been working on safety within transportation for a long time and PAC has been a great supporter. High crash corridor cameras will soon be installed (B-H Highway coming soon). Commissioner Novick and Mayor Hales have been pushing for safety on our streets and City Council passed Vision Zero. There is now a task force of 25 members from all different walks of life. One thing that is different about Vision Zero from transportation safety is that it has to do with public health (behavior plays a huge role in serious crashes). We need a wide variety of partnerships to make this work.
- Clay - Before we look at the data, Vision Zero is about people and this is why people like Dustin Finney are so important. Dustin is one of the 37 stories about being killed on Portland streets.
- Clay - Portland is one of ten Vision Zero focused cities and is working through practices to limit traffic fatalities. Traffic-related deaths represent 10.2 deaths per 100,000 in the U.S. and 4.5 per 100,000 in Portland. In the last two decades fatalities on Portland streets have decreased greatly. People using bikes and motorcycles has been really flat. Pedestrian fatalities has increased in recent times and Portland has a problem with this. 31% of traffic deaths are pedestrians, 6% bikes, and 63% driving. Speeding results in 47% of traffic-related deaths. 56% of fatalities result from impairment.
- Clay – The three major causes of traffic-related deaths are, 1) Speed, 2) Impairment, and 3) Disobeying traffic laws (not speed or impairment). Is there a better way to get at these behaviors? If anyone has ideas about how to better capture the other behaviors then please be in touch with Clay.

- Roadway design – We measured that with our high crash network. A lot of streets not on that network where there are fatalities (would be more helpful if it was 80% or so).
- Clay – Presented a slide showing “Crashes: All Modes” – Looks like a network of arterials if you look at the major crash network corridors.
- Q: Alexis – Are crashes increasing in the red roads?  
A: Clay – We made significant improvements to roadways (Sandy – 40% decrease). Part of this is that we haven’t made the same amount of improvements on Sandy out in more east Portland.
- Q: Roger – These are some pretty long segments and there might be concentrated areas with more crash history. If so, this is a refinement that needs to be made in the future with the mapping.  
A: Clay – We struggled with that because of funding. Easier to run on a whole street. Based off collision location it’s hard to determine the segment of the corridors. We anticipate putting a lens that narrows down the least safe areas at some point. We are overlaying individual fatal crashes so that we can see the clustering on the high crash corridor map.
- Q: Roger – They added 15 new corridors in orange, but there are streets on there that didn’t quite make the cut. They might be 27 or 29 and while you role this out you need to let the public know that there was one fatality on a minor arterial (or smaller road).  
A: Clay – It’s not 25 and that’s it.
- Q: Doug – If the speed limit was enforced at 20 mph throughout the city, this would change everything. Does this include ODOT streets?  
A: Clay – Kelly Brooks is sitting at the table on the task force. Doug – That’s Division beyond 60th. It’s outer Division where the accidents are. Clay’s Answer – We need to put the fatality dots on the map so we can see where this is actually happening.
- Clay – Where are the people on bikes and pedestrians crashing? Could be all types of crashes (fatal or serious injury). MLK is one that jumps out for walking. We are in the process of trying to secure funding to do a pedestrian analysis for MLK.
- Roger – What are communities of concern? Clay’s Answer – The gray shading is borrowed from TriMet’s equity index. This is PBOT’s way of following our task force’s guidance that Equity needs to be at the top in Vision Zero. There are 10 inputs that go into making up this layer. Our task force has been very clear that the high crash roads and communities of concern need to be overlapping.

- Q: Anthony – Are these ranked in order?  
A: Clay – Yes.
- Clay – We’re looking at where the crashes are happening, but are you looking at where they could? Facilities are so poor or non-existent that they haven’t started happening yet. We looked at if the sidewalk exists, its width, bike network, posted speeds. Highway 30 jumps on the list when we look at this one. High 6 in East Portland ends up on this map. Where do priorities come into play? We have all our crash data online. Our latest data until 2014 is on there now.
- Clay - Vision Zero Action Plan – Impairment (DUII program), Speeding (local authority speed reduction), Disobeying Traffic Laws (focus enforcement on dangerous behaviors on the High Crash Network) – Portland Police is interested in implementing what San Francisco has. San Francisco has the Focus on the Five – Look at the five incidents that are causing the majority of pedestrian deaths on the road. For San Francisco they are enforcing stop light, stop sign, failure to yield, failure to acknowledge pedestrian’s right of way.
- Clay – PAC is interested in prioritizing people walking and biking in construction zone standards. Engagement and Accountability – These span beyond the four groupings we have so far. Pairing with Safe Routes to School to bring traffic education to middle and high-schoolers. Started with four pages and have worked hard to get the language more actionable and get it down to actions we can use. BPS (truck side guards), TriMet.
- Q: Rebecca – A lot of streets are in communities of concern. Is there anything in these that is more subtle and looks at disproportionate impact? Is there any option to take safety class for first offenses? Rebecca likes education more than punishment. Is there a way to make this class a part of the ticket or penalty.  
Q: Alexis – If you’re applying enforcement in low income communities you should educate, rather than punishing.
- A: Clay – The high crash networks continue westward, so through that program we need to develop a geographic distribution. We are expanding the red-light running program and getting cameras out there in the high crash network. Very clear about not having more speed cameras in communities of concern. Share the Road safety class – Clay will ask about how to make this an option rather than punishment and providing guidance.
- Q: Scott – Do you or anyone at PBOT read the police reports for fatal crashes?  
A: Clay – About 12 people do this. We have a fatal response team with safety engineers and communications folks. There is always an analysis done of the roadway, street lighting, marked crosswalks, volumes, etc. If there are quick improvements, PBOT will try

to prioritize them. However, we have had a lot of pedestrian fatalities (5 already this year) and there's this frustration about prioritization and building faster. Clay was in East Portland last weekend and heard about all the frustration with things not being fixed fast enough. We try to make quick improvements, but they're often not quick enough.

- Scott – Advocates in the neighborhood. If you identify on the Vision Zero crash map that there have been this many fatalities on a street, it doesn't mean much unless you know how and why. How and why would be great to know for these crash incidences.
- Eve – One thing that stuck to me that's missing is getting people to decide not to drive. All these fatalities happened because people drive. Alternative forms should be made appealing. Copenhagen has special trains to bring people home during the holiday season when they are really drunk. How do we get people to not get behind the wheel? I'm in Montavilla, so part of my neighborhood is in the communities of concern. There has been some talk about speed reduction on Stark and Burnside. There is pushback on lowering the speeds, so one way to get more support from these neighborhoods would be more express buses. More express buses or better transit to help people not drive and feel comfortable walking/ taking transit.
- Comments about getting people to get away from automobile transportation and use active transportation.