

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, July 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: Shoshana Cohen (PBOT), Mark Lear (PBOT), Ann Shikany (PBOT), Peter Hurley (PBOT)

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6:08-6:25 - Greetings, Introductions, and Hot Topics

Meeting facilitated by Anthony Buczek

- *Scott Kocher*: There has been a continuing pattern of people being killed while crossing big arterial streets on the East Side.
- *Eve Nilanders*: I personally know someone who was killed while crossing a street.
- *Arlene Kimura*: There was a non-pedestrian that was killed while climbing a power pole. It wasn't a traffic death, but it was tragic.
- *Michelle Marx*: Thanks for being flexible in moving the walk from this month to next month.
- We have started mapping out agenda items for future PAC meetings, which are listed in a handout
- Walking tour: Kurt Kruger is on the agenda to talk about vaults in the right of way
- We will also talk about Naito, the Green Loop and the good the bad and the ugly of construction access.
- *Scott*: How does the agenda line up with things that committee members asked for?
- *Michelle*: I've talked to Teresa about that, and we will bring her in when the DEIS is complete
- PedPDX update:
 - o Community advisory committee kickoff went well. Next CAC meeting is in August. We will start reviewing material at that meeting, where we will finalize our public involvement plan.
 - o We will do an assessment of the 1998 ped plan to review which projects were completed.
 - o Eve is on the committee, but I would encourage you all to attend, they are open to the public.
- *Doug Klotz*: Can you notify us about coming meetings?
- *Michelle*: I don't want to add everybody on the PAC to the list, but I can add you, Doug.
- Anything you can do to encourage people to take the PedPDX survey will be helpful. You can get to the survey through the PedPDX website: pedpdx.com
- *Anthony*: Next topic is PAC review and approval of the TSDC support letter.
- I think there was interest in having this already submitted.
- *Michelle*: The council date got pushed to September, so I think there is more time.
- *Anthony*: Can we move to approval?

- *Doug moved to approve.*
- *Aileen moved to second.*
- *Anthony abstained. Everyone else voted in approval.*
- *Anthony requested that the phrase "I am" be changed to "we are." There were no objections to this change.*

6:25-7:15 – Legislative Session Wrap Up – (Shoshana Cohen, PBOT and Mark Lear, PBOT)

- *Shoshana Cohen*: The big news is that the transportation bill was passed.
- The transportation bill was multimodal.

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- We are pleased that transportation will get some additional funding.
 - o New gas tax
 - o New tiered vehicle registration fee
 - o New tiered title fee
 - Higher mileage vehicles will pay a higher fee to offset the fact that they pay less per mile in gas taxes.
 - o Bicycle tax
- *Doug*: That tax is 7% on a \$200 bike
- *Shoshana*: The tax only applies to new bikes with wheels that are larger than 26 inches
- *Brian Landoe*: I read that the gas tax increase is contingent on something
- *Shoshana*: The 4 cents is for sure. There are 3 other 2 cent increases which are contingent on accountability work, work on I205, work on Rose quarter. The OTC will have to approve increases.
- *Mark Lear*: There is the joint transportation committee which completed the bill at the last meeting. They are expected to meet once per quarter in the future. It's good for groups like the PAC to have a strong foundation about what is going on to keep track of their work.
- *Shoshana*: There is new discretionary funding for PBOT. SR2S money will be allocated through a grant program, but it will require a 40% match.
- \$107 million annually for transit.
- *Doug*: Were the transit funds specifically prohibited from being spent on light rail?
- *Shoshana*: Yes, those must be spent on buses.
- *Doug*: New capacity funding doesn't appear to be in line with Portland's plans.
- *Shoshana*: New capacity funding isn't only for auto capacity. It can be multi modal.
- We have been trying to match our language to what was being discussed in Salem for the last few months to avoid confusion.
- ConnectOregon will have money to spend on bike/ped projects outside of the right of way. It will be tied to the vehicle excise tax, which is not constrained to being spent on roads for cars, the way that gas tax is.
- *Anthony*: Will there be a legal challenge to the tax being spent on non-roadway projects?
- *Mark*: AAA is preparing a legal challenge to the legality of using the "privilege tax" on non-roadway projects.
- One common misunderstanding is that people believe that gas tax money can't be spent on bike and ped projects. That is not true if the projects are within the right of way.
- *Shoshana*: Multi use trails outside of the right of way and with a commuter focus are going to be funded by connect Oregon
- *Anthony*: Is that a grant program?
- *Shoshana*: Yes, it's a grant program. The flanders bridge crossing was funded by connect Oregon.

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- There was a list of earmarks that was drawn up by the transportation committee, but it may not have made it into the final bill.
- *Peter Hurley:* Was the youth transit pass resolved in this bill?
- *Shoshana:* We asked that question, but haven't gotten an answer. There was a separate youth pass bill that was proposed, but which failed.
- The youth pass was not specifically addressed in this bill.
- *Mark:* In terms of getting kids used to using transit, regardless of income, the Portland youth transit program is a tool that supports youth access to transit for all students.
- *Shoshana:* I205 funding is expected to come from tolling.
- There is a lot in the bill about accountability for all governmental organizations. We will be moving to uniform standards across the state.
- *Scott:* Would asset condition include sidewalks?
- *Shoshana:* Yes. We already have an annual report on assets that includes 12 categories, including sidewalks, streetcars, traffic signals, etc... There are goals and needs in the report.
- *Scott:* I've read the report, and there is no goal for sidewalks.
- *Mark:* Sidewalks are something that we don't show in our books because the liability is on home owners.
- *Scott:* Except corners.
- *Doug:* I'm sad to see that the rose quarter project has its own funding
- *Shoshana:* There is \$30 million for design of the rose quarter project.
- Rose Quarter was adopted in NE quadrant plan. Includes funding for many surface transportation improvements. It's possible that they will come back and try to remove some of those surface improvements.
- *Doug:* It seems like a lot of the improvements are just there to move traffic on and off the freeway.
- *Mark:* That is not PBOT's position, that's Doug's opinion.
- With help from people on this committee, we have gotten smarter about investing in multi modal transportation.
- Both the Powell project and the Rose Quarter project would benefit from PAC input early and often.
- *David Crout:* I'm concerned about the risk of referral of the vehicle privilege tax.
- *Mark:* The parties that normally oppose these taxes haven't moved to fight them yet.
- *Arlene:* What about the Capitol Highway project?
- *Shoshana:* The Capitol Highway project has been funded to \$10 million. A \$2 million gap was identified, which has now been filled
- Outer Powell already has a plan for improvements, and now money has been approved to fund those improvements.
- Columbia Blvd. ped safety project is funded with \$1.5 million.
- *Mark:* The goal is to shift truck traffic from Columbia to Lombard.
- *Doug:* I'm cautious about ODOT doing improvements to the ped and bike infrastructure. In inner Powell, we should not touch the sidewalks, just the roadway.

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- *Shoshana*: We still need to figure out who is responsible for what. The \$2 million that was allocated is to fund a study of improvements that are needed prior to jurisdictional transfer.
- *Scott*: I think the Powell stuff is awesome. Why is the plan to make improvements on outer Powell and then transfer, rather than doing it in the other order?
- *Mark*: We have enough capacity issues in PBOT already. We are already taxed in trying to get FOS and other projects done. We are going to have to work with ODOT to make the improvements anyway. So, in order to get good outcomes with the resources that we have it makes more sense to do it this way.
- *Shoshana*: We will need everybody's help to get to a good agreement on outer Powell.
- *Mark*: There are still issues that we are hung up on, such as cross section issues and lane widths, and we could use the help of this committee as we iron out those details.
- *Shoshana*: HB 3203 is something that you probably haven't heard about. The bill requires that all projects are done at the least cost to the public. There are currently exemptions to maintenance work that is under \$125,000 or less than 2 inches of paving. We were able to keep these exemptions. One way you may see impacts from this bill is more reporting that will be required. We have been trying to coordinate with other bureaus to be more efficient with our projects. We may have to restructure this coordination in light of this bill in the future.
- HB2597 closes loopholes in the cellphone distracted driving law.
- *Scott*: Does that bill get us access to federal funding that we weren't getting because of problems with the prior law?
- *Mark*: We don't know, but we'll follow up on that.
- *Scott*: I think it will.
- *Doug*: What about making phone calls while driving while using hands free devices?
- *Shoshana*: This bill doesn't prohibit hands free calls.
- HB 2682 gives us authority to reduce residential speeds to 20, but we still have to go before council to make any changes.
- HB 2409 allows us to use red light cameras to target speeders.
- *Scott*: Does that remove the prohibition on unmanned speed limit enforcement?
- *Mark*: Unmanned radar is still illegal.
- *Anthony*: It's only certain jurisdictions with authority to do red light cameras that are covered by this law?
- *Mark*: Yes
- *Shoshana*: There are a number of other bills that were being pushed by Uber and Lyft to override local control and do all regulation of for hire vehicles at the state level. These bills did not pass.
- *Brian*: How is gas taxed distributed.
- *Mark*: 50% of every dollar goes to state, 20% to counties and 30% to cities. City dollars are allocated by share of state population in each city.
- *Shoshana*: The city's office of government relations will meet next week to start considering priorities for the next legislative session.
- *Mark*: How far away from congestion pricing are we?
- *Ann Shikany*: If we get grant money, we can start looking at congestion pricing in 2018 or 2019. If we are just looking to get money from the state it gets more complicated.
- *Mark*: It's highly unlikely in the current political climate that i205 will get built with tolls.

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- *Peter:* In previous legislative sessions, it appeared that there was no interest at all in tolling. It appears that legislators are becoming more open to these ideas.
- *Doug:* So, will the city push for cordon pricing in the next legislative session?
- *Ann:* We could look into a cooperative plan with Multnomah county to look into cordon pricing that could potentially involve at least one bridge

7:15-7:53 – Autonomous Vehicles (Ann Shikany, PBOT, Peter Hurley, PBOT)

- *Peter:* There are different levels of autonomous vehicles.
- Low levels of automation are already on the street, such as lane correction.
- *Doug:* What level was the Tesla that ran into the semi?
- *Ann:* It was a low-level automation vehicle, but the driver was treating it like a high level automated vehicle.
- *Peter:* Autonomous vehicles take just as much space as single occupancy vehicles. One thing we are proposing as part of the AV policy is to revise our policy to make zero occupancy vehicles as the lowest priority.
- *Doug:* What about trucks?
- *Peter:* They would be higher priority because they carry cargo.
- We made mistakes in building the interstate highway system. With AVs we want to maximize the benefits and minimize the downsides. Pricing can help to achieve positive outcomes:
 - o reducing carbon pollution
 - o safety
 - o efficient use of space
- AVs can help to maximize efficiency, such as ridesharing.
- AVs can improve safety, reduce congestion, reduce pollution (through less braking, less acceleration), and reduce freight costs.
- *Doug:* I'm concerned about safety. These cars may be programmed by people that don't understand how traffic actually moves, or how to respond to pedestrians crossing the roadway. The cars may learn to disobey laws the way that many human drivers do.
- *Peter:* Some valuable input that we would like to receive from committee members are examples of the kinds of tests that could be used to ensure that AVs perform safely.
- *Ann:* Portland can't implement safety restrictions. But we can require that AVs have to comply with our City laws.
- *Doug:* I'm concerned about making sure that vehicles will actually comply with traffic laws, and that programmers might not be aware of what traffic laws actually are.
- *Peter:* AVs can significantly increase congestion. There could be an increase of 68% of additional VMTs, leading to greater carbon pollution.
- AVs are part of a suite of technologies.
- Equity concerns are a big issue.
- There could be a loss of parking revenue
- There could be a loss of jobs as people that work for ridesharing companies are pushed out
- The City launched a smart AV program in April
 - o Include AV policy in Portland's next TSP update
 - o Request for information – standard approach that governments use to get info

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- Develop regulations for safe operation of AVs on City streets.
 - Public Engagement
- A priority is that AVs should be shared, electric, fleet vehicles- FAVES
- *Ann*: RFI is an attempt to find out what is happening in the private sector.
- We are reaching out to companies that are building, designing, working on AVs.
- We are trying to find out what people in the other side of the AV world are doing: data people, etc...
- Interested in people that are working on AVs to get people to health care facilities.
- We are hoping to get lots of responses to our RFI in the next month.
- Pilot activities include:
 - Right of way management – charges for pick up and drop off zones
 - Vehicle to infrastructure technology – vehicles that communicate with sensors and transmitters
 - Data collection for planning and management
- We have drafted regulations. Right now we have an administrative rule and a permit application. This establishes a framework under which companies can apply to operate in the City.
- We believe that companies aren't going to go rogue and operate without approval.
- The final piece is public engagement. This PAC meeting is the first step in the public engagement process. We have plans to meet with other modal committees, neighborhood meetings, etc...
- We are looking for feedback on what kinds of fees should be charged to AVs.
- *Doug*: So, the smart AV plan could be a money raiser?
- *Ann*: There are lots of fees. There is a permit fee, a VMT fee, an efficiency fee...
- *Scott*: Is there an empty seat fee?
- *Ann*: Right now, the way that we have written the regulation is that there needs to be an operator in the vehicle. In the future we might need to put severe restrictions on miles that are allowed to be traveled by zero occupancy vehicles.
- We will be evaluating different systems that we can use to enforce rules. The more enforcement that you have, the more expensive the system gets.
- *Chase Ballew*: Taxis have surveillance cameras. It wouldn't be hard to implement that in fleet vehicles.
- *Anthony*: How much do you intend to charge for permits?
- *Ann*: We are still finalizing what fees we will be charging. We expect to complete that within the year.
- *Peter*: Right now we are working on the evaluation criteria. We intend to use the same categories that were used to evaluate RTP projects
- One problem is how much data are we getting? Will we get enough data to evaluate vmt or vehicle occupancy, etc... Your feedback is important to figure out what categories of data we should be evaluating.
- *Anthony*: The next meeting will be a walking tour.
- *Michelle*: It will be from 6-8. I will try to get more info out than I do for a normal meeting.

7:53 - Meeting Adjourned

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