

City of Portland
Pedestrian Advisory Committee



NOTES

September 19, 2017

6:00 – 8:00 PM

Portland Building, 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*	Don Baack Suzanne Stahl Mark Person* Gena Gastaldi

** Indicates committee members in attendance, + Indicates excused absence*

Staff Present: Michelle Marx, Dana Dickman, Matt Ferris-Smith, Kevin Donohue

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6:05-6:30: Greetings, Introductions, and Hot Topics

- Joint PAC/BAC meeting in October: 10/17 in the Lovejoy Room at City Hall, 6:00-8:30 (2.5 hours, rather than 2)
- PAC monthly meetings will move to City Hall starting in November (Pettygrove Room)
- Invitation to attend Oregon Walks Weston Awards with PBOT (Friday, November 3) – Email Michelle if interested in attending.
- 2018 PAC member recruitment – November recruitment and in December the applicants will be reviewed. BAC going through the same process at the end of the year.
- PedPDX updates – Survey closes in two weeks. Big effort to push the survey as far and wide as possible.
Comment: New developments should be required to build new sidewalks and crossings.
- Other hot topics
September – There is a calendar online with the different walking events for September.
 - 1) Vision Zero Task Force meeting coming up
 - 2) SWIM – First Task Force meeting on 9/28
 - 3) Veto \$2 mil on part of Capitol Hwy project. Governor decided not to veto this add-on component of the project. PAC is going to write a letter to the Governor thanking her for not vetoing this.

6:30-7:15: 2017 Safe Routes to School (SRTS) Planning (Dana Dickman, PBOT Safety Section Manager)

Dana will brief the PAC on the current SRTS planning work, including the process for determining the priority investment routes, and the criteria by which projects along those routes will be identified and prioritized.

Overview of SRTS – FOS Funding that's for SRTS – SRTS bucket was the only group of projects without pre-identified projects. Funding of \$8 mil with additional money from the PPS Bond (just for PPS). Typically, around \$3-5 mil dollars necessary for the area surrounding each school. Trying to identify primary routes that we can invest in. Lots of public engagement since the last time SRTS came to the PAC (9 open houses, an online open house, 20 plus events with students in classrooms, walks at 14 schools with Oregon Walks/ PBOT, and 2500 comments by parents).

Route Development – Tried to look at 4 to 6 routes for each school coming from the four cardinal directions (when applicable). Route method – number of units, shortest route, speed limits and signals (to create a hierarchy), neighborhood greenways, and public input (regarding where people are walking now). Output from this was the “Primary Investment Routes”. Note – The model prefers lower speed streets.

Q: Did you consider trailer parks with multi-family units?

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A: We looked if there were mobile home units (e.g., Cully).

Q: Looks like the routes are determining the crossings, to some extent. Are there cases where the modeling and analysis shows places where if there was a crossing a new route would emerge?

A: Yes. Our model ultimately led to places where we thought a crossing would make the difference and turn a route into a better alternative. Crossings on Powell to Creston School that parents don't feel comfortable letting their children use. Interaction that isn't working in places like the one mentioned above. ODOT facility that's raising questions that need to be addressed. Evaluating whether projects are necessary in this location (e.g., SE 43rd and Powell).

Q: When you say project, are you anticipating there could be multiple projects along a route?

A: Yes, multiple projects might pop up along a given route. For example, needs on greenways represent where multiple projects might pop up. There are different proxies that are taken into consideration to determine what type of treatment is necessary.

SRTS is also working with Michelle to come up with some alternative solutions, like walking in the street or separation for pedestrians. Working with Stakeholder Advisory Committee to figure out how to prioritize funding. Prioritization Criteria is 1) Equity (Equity Matrix – Race, Limited English Proficiency, Income), 2) Safety – VZ (High Crash Corridor, speed, number of lanes), and 3) School and Density (Likely walkers - % of population < 0.5 mi and % of population 0.5 to 1.0 mi), serves multiple schools – On 2 primary routes, on 3 primary routes.

Map of preliminary routes presented to the PAC.

Next steps – Finalize routes and develop draft projects, share projects with public via online map in Nov., project list goes to SAC in Nov. and Oversight Committee in Dec., and draft list to City Council in early 2018.

Q: Does the routing take into consideration transit stops?

A: More so for middle- and high-schools

7:15-8:00: 20 MPH Implementation (Matt Ferris-Smith, PBOT)

Matt will discuss next steps for implementing 20 mph speed limits on non-arterial streets.

Speed increases crash risk – As speed goes up, the likelihood of being involved in a crash goes up, along with the severity of injuries. Speed caused 47% of deadly crashes (2004-2013).

Middle speed streets 35 to 45 mph are where we're seeing the most fatalities. Vision Zero Action Plan – 3 Speed Actions including "Speed Action 2: Lower Posted Speeds. Gain local authority for speed reduction on COP streets; prioritize setting safe speed limits in the High

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Crash Network.” Highest priority dropping streets with 40 to 45 mph speed limit streets. Next priority is 30 to 45 mph and those streets across Portland.

3 Things to Know About Speed Limits – 1) PBOT emphasizes street context and safety, 85th percentile method is not supported by evidence and is not part of PBOT policy, 2) Can change independent of construction projects – not necessary to pair speed limit changes with capital improvements, land use and development can support safe speeds, and street “activation” helps people drive safely, and 3) Speed is the issue – not change in speed – risk of death and severe injury is a direct exponential function of speed.

The Oregon Speed Zone Authority is how we set speeds in Oregon

Q: Oregon Speed Zone Authority uses the 85th percentile, right?

A: Different ways we can request speed limit changes. Not city policy.

Speed Reduction Actions Taken by PBOT – Administrative Ruling (Summer 2015), Emergency Action (Fall 2016 - state of emergency declared to drop speed limit on Division), Increased frequency of traditional requests (Summer 2017), Oregon Statute Changes (Summer 2017 - decrease speeds on 60-70% of streets in Portland on local streets).

4 ways PBOT can request speed limit changes – Alternative request, Traditional request, statutory, and special clauses

Q: Regarding resident or business districts. SE Portland is mostly these. Unless it’s industrial, isn’t it either? On Stark speed goes up and down.

A: Weird melding of land-use looking at these.

Q: Curious about the statutory speeds.

A: Business districts, school zones, and local streets have statutory speeds.

Q: How would a business district on an arterial be affected?

A: On an arterial we can do a business district, but there might be a gap between business districts. If there’s more than a 10 mph speed limit discrepancy this could be problematic.

Comment: Concerns on Barbur past Burlingame that there were inconsistencies in the speed. If they did it based off 85th percentile they said there could be drastic change to the speed limits.

Comment: Macadam – Land-use and lane width here. Center medians, trees on the sides keep people from driving too fast.

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Examples – SE 92nd – 35 to 30 mph request submitted in 5/2017, SE 50th – 35 to 30 mph request submitted on 10/2016, NE Ainsworth – 30 to 25 mph request submitted on 6/2017, NE Rodney – 25 to 20 mph on neighborhood greenway (special request clause).

HB2628 – New law allows 5 mph reduction below statutory speed on certain streets. 920 signs at 25 mph will need to be replaced with 20 mph signs.

Q: Once council adopts we will be able to implement.

A: Won't have to sign every single change after council approves this.

\$300,000 for communications campaign and coordinate with 20 mph implementation. Messaging campaign is a part of this.

Speed limits don't work by themselves - tools include: speed cameras, roadway design, etc.

Q: Can you go over the timeline?

A: Lots of work to do with maintenance crews, who will be replacing all the signs. More discussion to happen regarding this. Sometime between May and June 2018.

Q: Quite a few residential streets that qualify for this statute that have speed orders. Is it true that PBOT can nullify these speed orders?

A: These speed orders will still be requested unless we apply to rescind these orders. Working closely with the City attorneys on this issue. Required to go through the lengthy channel for these types of situations.

Q: Rollout just local streets?

A: Rollout will be streets that aren't federally classified arterials and collectors.

Comment: Part of street belongs to a different jurisdiction and people don't slow down when they get to Portland (from Damascus).

Comment: Might want to consider people's uses of GPS and it leading them onto local streets, etc. With greenways we should think about the role of diverters to keep cut through traffic like this from happening.