

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185

Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner **Leah Treat** Director

PedPDX: Portland's Citywide Pedestrian Plan Community Advisory Committee

Meeting Agenda

Wed. November 29, 2017 5:30-7:30 PM

Multnomah County Central Library: 801 SW 10th Ave.

US Bank Room

Members of the public are always welcome!

Committee Members in Attendance:

Kelly Chanopas, Claire Vlach, David Loftus, Debra Monzon, Eric Koszyk, Eve Nilenders, Lidwein Rahman, Lucy Brehm, Matthew Cramer, Matthew Denney, Meesa Long, Peggy Alter, Shelly Garteiz, Stephen Gunvalson, Traci Chenette

1. Welcome + introductions (includes public) 5:30-5:40 PM
2. Housekeeping and updates 5:40-5:50 PM
 - Next meeting (Tues. Jan 23 @ UO White Stag Bldg.)
 - Other housekeeping items
 - Francesca reports out on UO class who will be creating video for PedPDX. Next CAC meeting will be on the campus and Commissioner Saltzman will be there.
 - Francesca asks that everyone go around and say why they are here and why walking is important to them at the next meeting for the students and for the Commissioner.
3. Community Survey Results (Michelle) 5:50-6:15 PM
 - What did we hear?
 - How will we use this feedback?
 - Next big public outreach effort in January

Question: What kind of changes do you envision to reach these hard to reach populations?



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

Answer: We are growing our list of allies and are open to your recommendations as to how we do more. We are hoping to go out into East Portland and engage in the field as well.

Question: What will the open house look like? Will you incorporate SRTS feedback as well?

Answer: Mapping exercise will be very fine grain. You will be able to zoom in and make detailed comments about streets you walk on regularly. We will also be integrating new info, like newly designated SRTS routes, greenway system, bus stops, etc. We are simultaneously going out to the public with similar mapping needs with NWIM SWIM and CCIM and we are working on an integrated approach to this feedback.

Question: I went to Division Transit Project Open House and saw post it exercise. There were a lot of indecipherable angry post its, though. How do you make the interactive element something that works well and isn't a place where people simply get angry.

Answer: There is always a line between finding engagement efforts that are easy and fun for participants, but also not a burden for staff on the back end. We are interested in finding new approaches. We want to reach new people, especially people with limited English proficiency.

Comment: Bucket exercise was difficult because there were too many options and people were just ranking in order of when they read the options.

Question: Do you have plans of reaching out to neighborhood associations?

Answer: Yes, we did go to East Portland Transportation and Land Use Committee and a few other coalitions. Perhaps we could go to each specific East Portland neighborhood association going forward.

Question: Construction is a big issue for people downtown/in NW. Will this project have an impact on this?

Answer: We have a separate process going on for this. We have adopted access requirements for bike/ped access adjacent to work zones. New construction projects are now required to provide construction access. It is a case by case contextual analysis and access is not always required on all sides. A report was just done evaluating incentives for developers to provide ped access in work zones after some reports of disregard for the requirements. PBOT has become more aggressive about ticketing incidents of this. This is the type of thing we will be looking at in the last half of the PedPDX process. PDX reporter also has a space for this if there are specific incidences you would like to report.

Question: Will the interactive map be available online as well as in open houses?

Answer: Yes.

Question: There are always budget constraints. Is there a timeline attached to the plan and budget for deficiencies.

Answer: We are working on a 20 year plan to fund these improvements. Some projects are already in the TSP and we may influence how those are prioritized. We will also influence ped network completion program with PedPDX but funding

is still a question. There will also be shared priorities with SRTS and Vision Zero, so not all of the burden will be on us.

Question: Are we going to be looking at System Development Charges for funding?

Answer: No, that process is all wrapped up.

Comment: Really enjoyed page 17. It's important to look at the open ended question responses to find what questions were not asked that perhaps should have been.

4. PedPDX Vision, Goals, and Objectives (Francesca)

6:15-7:25PM

- What is a vision/goal/objective?
- Vision/goals/objectives exercise

People share their visions (I envision a Portland...)

- In which the majority of citizens walk for most of their needs
- Where everyone can walk safely to parks, schools, and transit
- Where there are no pedestrian related fatalities on our streets
- Where each person has walking as a priority
- Where everyone who wants to walk can walk and walking is never a burden
- Where every neighborhood is a walkable, safe, and accessible neighborhood
- In which a person's race, income, ability or age does not influence their ability to walk or roll to the destinations that enable them to lead a rich, active life.
- Where walking is the easiest or best choice
- Where it is easier and faster to walk within your 20 minute neighborhood
- That is more walkable than any city in the nation. Especially Seattle.
- Where pedestrians are the top of the transportation and development pyramid, not the afterthought.
- Where equity and opportunity are important
- Where there is a community of walking, there are walking channels and walkways that are enticing. The more safe and enjoyable walking is, the more people will join in.
- Where walking you can achieve everything in your life (grocery shopping, medical appts).
- That promotes a walking culture
- Where a person's income, zip code, race, etc. does not affect how and where they walk in the city.
- That is accessible for all physical states to be able to get around.
- Where pedestrian access is considered a high priority in every transportation and land use plan
- **Comment:** Torn by walking culture. Do we want to identify as people who walk or make walking so natural that it is intuitive.

- **Comment:** People like to find community with others that share their views. It doesn't have to be a barrier.
- Be, Do, Have Exercise

Portland should be...

- Safe
- Equitable
- Aware of workers walking needs
- Be may be interchangeable with "feel"
- Scaled to meet the needs of the pedestrian
- Respect from all modes of transportation – visible and embraced
- Willing to invest in order to be a truly great walking city
- Encourages people to walk within their neighborhoods
- Well designed, well maintained, well implemented
- Connected, pleasant to the eyes and the ears, interesting
- Accessible
- Clean (both physically and in relation to air quality)
- Dense, mixed use, safe
- Inviting and intuitive routes for kids
- Forward thinking
- Educated to embrace the walking culture
- Willing to provide safe and convenient ped crossings at arterials
- Able to create entertaining walking in town centers and enjoyable in all others
- Committed to making portland a truly great walking city
- Committed to sidewalks
- Inclusive of the whole city
- Knowledgeable about accessibility
- Less beholden to auto transportation/commuting
- Inviting and intuitive

Portland should do...

- Prioritize neighborhoods with disinvestment, building sidewalks, paving streets, providing safe walking paths
- Not wait to be a great walking city
- Act swiftly, act decisively
- Require more awnings on 2+ story buildings, esp in downtown core
- Require sidewalks to be free and clear of debris
- Create fun things, like trails, solar system walk, historical trails, etc.
- Invest in infrastructure to make walking safe
- More education and enforcement of current auto and ped laws (peds have the right of way, etc.)
- Build sidewalks on all streets
- Bring newly annexed areas up to code

- Enforce all cycling and vehicle traffic laws
- Plant more trees
- Think more outside the box with how to create safe pedestrian travel.
Currently it's all or nothing. We need interim, cheap solutions
- Identify and enhance SPECIFIC walkways, like we have with bikeways. There should be separation along with that. All sorts of traffic should not be on every streets
- Keeping sidewalks walkable
- Marketing campaigns to educate the public
- Acknowledge and address inequity in underserved areas
- Invest in quality infrastructure improvements immediately and in the future
- Prioritize vision zero, not just with words but with meaningful action.
- Create monthly challenge or game for walking.
- Prioritize people over cars
- Manage parking, reduce requirements and charge more.
- Provide adequate lighting and places to sit
- Clean public bathrooms
- Invest in and maintain infrastructure
- Innovation, improve streetscapes
- Flexible and creative pedestrian oriented street design
- Clear up dead leaves in gutters
- Provide more protected pedestrian crossings
- Promote pedestrian safety education programs in schools
- Assess accesibility

Portland should have...

- An open mind as we think through strategies and solutions
- Commitment to the whole city
- Destinations to walk to that meet daily needs in our neighborhood
- Great transit
- Effective signaling that prioritizes pedestrians
- Adequate lighting
- Closely spaced crosswalks, especially on busy streets
- Safety personnell that are walking and bicycling around town
- Truly safe routes to every school
- More parks and streetcar lines
- An open mind to experimentation
- Education and enforcement of traffic laws
- A plan or training for how to walk safely now while we are waiting on sidewalks to be built
- More opportunity for people who want to walk more because they depend on walking

- More painted crosswalks, sidewalks
- More multi use trails
- Beautiful and commemorative experiences that commemorate those who have passed in traffic crashes.
- Pedestrian only streets
- Appealing and useful destinations in every neighborhood
- A progressive financial plan to implement this plan
- Great transit
- Education on the rules of the road
- Better pedestrian data collection methods

5. Public comment

7:25-7:30PM*

Comment: Wants to have “walk your wheels” medallions in the sidewalk like in Eugene.

Comment: Sidewalks that look like they have metal fence posts broken off inside them and wants to know who to report that to.

Answer: Francesca gives out handout with various phone numbers and contacts for problems in the ROW

6. Adjourn

**If there are more members of the public in attendance than has been typical, staff will gladly facilitate to attempt to preserve additional time in the agenda for public comment, as reasonable.*