

City of Portland
Pedestrian Advisory Committee



NOTES

Thursday, March 8th, 2016

6:00 – 8:00 PM

City Hall, Rose Room

Committee Members:	Alternate Members:
Brenda Martin*	Don Baack
Elaine O'Keefe*	Kelly Reid*
Brian Landoe*	James (Jim) Fairchild
Mark Person	Felice Kelly
Patricia Jewett*	Marcella Crowson*
Evelyn Ferreira	Zoe Klingmann
Zachary Katz	Andrea Peruzzi
Matthew Hall*	Kevin Glenn*
Kenzie Woods*	
Josh Channell*	
Tiel Jackson*	
Josh Roll*	
Janine Gates*	
Ashley Schofield+	
Elka Grisham*	

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

Staff Present: Michelle Marx, Qingyang Xie

Special Guests and Speakers: Emily Tritsch, PBOT Asset Manager; Matt Ferris-Smith, PBOT Vision Zero

6:00-6:45 Group introductions, Hot Topics, Co-Chair election

- Group introductions for members who missed last meeting.
- Co-Chair Nominations: Brenda Martin, Josh Channell
Votes: unanimous yes from members
Co-Chair: Brenda Martin
Co-Chair: Josh Channell
- New Vision Zero Task Force Representatives: Patricia Jewett and Josh Roll
 - o Josh R.: The 2017 Vision Zero Report is out. An important part of the plan is recognizing the high crash corridor plans. A considerable focus on equity, emphasis on East Portland specifically. Enforcement needs to consider how to enforce in communities of concerns. An important topic is how to strike the balance between enforcing and over-policing.
 - o Patricia: It's interesting to hear from African Americans how they have concerns about going to their cars at night and having fears about personal safety.
 - o Michelle: PedPDX received disproportionately low percentage of comments from African American communities. The team reached out to these communities in person to have more direct interactions. There is need to increase public safety in addition to transportation safety.
- Committee Communication Preferences
 - o Suggestions: emails, Google docs, Facebook group
 - o Comment: Google docs would be a good way to share documents.
 - o Comment: Some people may not be comfortable with Google docs. If we use Google docs, sending out emails at the same time would be helpful.
 - o Brenda: We will continue this conversation through email.
- SMART Park vouchers available for committee members. Please notify Michelle in advance.
- Other hot topics
 - o Interests in discussing the I-5 widening project at Rose Quarter.
Josh: The project is in preliminary design phase and the team is looking for public feedback.
 - o Comment: New building on MLK and Fremont that includes affordable housing units. The children will have to cross MLK to attend school. The intersection is very busy and has uncontrolled left turn. I'm worried that the little children might not be very visible.
 - o Brenda: I work for TriMet. SW Corridor will publish Draft Environmental Impact Statement in May. We will be interested in hearing feedback from the committee.
- PedPDX updates (Evelyn and Michelle)
 - o Plan mission, vision, goals, and objectives
 - o Pedestrian program review

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- Sidewalk and corner curb cuts in SW Portland: Sidewalk is built incrementally as development happens. If the property is on a corner lot, curb ramps are required. The City owns and maintains the curb ramps.
- Question about sidewalk maintenance. Property owners are responsible for maintaining sidewalks in front of their property. Currently the sidewalk repair program is complaint based. There is discussion to bring back proactive sidewalk inspections. There are conversations about potentially sharing the costs between the City and the property owners if the cost is a barrier.

6:45-7:15: Build Portland Emily Tritsch, PBOT Asset Manager

Build Portland is the City's plan for helping to address infrastructure maintenance backlogs across multiple Bureaus. The 2016 estimate is that the City has a funding gap of \$288 million per year to maintain existing assets. The funding gap is particularly pronounced for Transportation (77.3%), Parks (5.2%), and "Civic" (7.6%) facilities which collectively represent about 90% of the gap. For more about Build Portland, see <http://www.portlandoregon.gov/transportation/article/660739>.

Emily will introduce Build Portland to the PAC. She will provide an overview of the PBOT projects being submitted for Build Portland, how these projects were selected, and next steps for allocating Build Portland funds.

Key Question/Issue for the PAC:

Requesting a letter of support for transformative transportation project investments, noting that PBOT is providing matching funds to Build Portland to provide safety and capacity improvements.

- Comment: The Lombard project scored lower on equity than NW 23rd and Vaughn. Why is that?
A: It's based on residency instead of travelers from the 2016 American Community Survey data. It's probably because of the affordable housing in the area.
- Comment: Is there any plan to bring up the maintenance backlog up to date?
A: Yes, we do a 10-year plan when assessing our backlogs. We found that preventative maintenance is much more efficient. We have gas tax that was passed last summer, development charges among other funding sources. We do have a plan to catch up on the backlog, but we would like to hear from the communities about their priorities.
- Comment: How is the Build Portland funding allocated? Is it happening every year? How often does it happen?
A: This year is the first round of funding allocation, and there will be some priority setting. The next round of funding will be available in 7 years, and then the funding will become available every 5 years.
- Comment: The time table says (one project) will happen in two years. Why two years?

A: The bureaus want to show that they are ready to go, so there is a timeline attached to the project.

- Comment: What's the bid process like? I'm sure the big part of the funds will go to consultants and contractors.

A: We follow the City's standards to choose consultants and contractors. There are many funds becoming available, the contractors may charge more and we've accounted for the costs.

- Clarification of the ask: One is, if you're in favor of PBOT's plan to use the funds for assets and safety. Two, if you have particular interests for a project on the list, please let the council know.
- Comment: How can we be clever about prioritization when funding is tight or goes over? I'd like to see improvements this committee is concerned about will not be removed.

A: There are many restrictions for funding to make sure the projects won't skip important improvements, so these funds will address safety concerns, among others.

- Comment: Do you have examples from previous projects that how the funding is spent?

A: We are just starting to do a post-project analysis, so I'll check with our manager.

- Josh: I suggest a support letter that supports leveraging the ripple effect project. I suggest we recommend the biggest project on the list, the outer Stark project. It's a high crash corridor and it can help with this project.

Votes in favor for the letter of support: 9

Members that will draft the letter: Josh Channell, Matthew Hall, Tia

Vision Zero Annual Report Matt Ferris-Smith, PBOT Vision Zero

Matt will provide the PAC with an overview of the 2017 Vision Zero Action Plan and reports on key Vision Zero performance measures. The annual report also lays out the actions to be undertaken in 2018.

- Comment: How do the percentage of different contributing factors add up?
A: Police can select multiple factors, so the percentage doesn't add up to 100%.
- Comment: If the red light & speeding camera catches someone, does the person get more fines than running a red light?
A: I'll check with our manager about that. But the purpose is not to get more people fined, but to change behavior.
Comment: The speed camera right now only issues a speeding ticket if the vehicle is 11 miles over the speed limit.
Comment: There is a report from last year that there is less red light running at the traffic light with a camera, but people continue speeding once they leave the intersection. What's PBOT's proposed action to address this issue?
A: I'm not sure about the follow up actions, but I'll check with our staff.
- Comment: Did you look at the dates that are associated with high numbers of DUI?
A: Yes, we did. The data is tricky.

- Comment: Have any of the programs targeted the homeless community? They may be more likely to be in an accident.
A: We haven't had the capacity to dig into the correlation between crashes and people without stable housing.
- Comment: Can you use the Vision Zero funding on ODOT streets?
A: ODOT has been very helpful. They provided some funding to our improvements, but since the funding is scarce, we would probably only use it on ODOT streets if there are some matching funds.
- Comment: Street design is very important in achieving Vision Zero. I'm glad that we're moving away from blaming street users and focusing on street design. What's the purview of our committee in the Vision Zero task force?
A: Each related committee selects one member as a representative and brings back goings on at the task force meeting to the committee.
- Comment: When and how is feedback about street design taken at the Vision Zero meeting?
A: We haven't had much opportunity at the meeting to discuss street design mostly because we meet quarterly, so we haven't gone into details about design.
Comment: Interested in discussing more about design details at our committee meetings.
- Comment: Have there been any considerations about visibility at night? Have you considered LED lights?
A: We haven't had the opportunity to do our analysis at this level of detail.
Michelle: We have done analysis about crash trends in relation to insufficient lighting and darker months for PedPDX. There is correlation between crash number and months with fewer hours of daylight. The consultants have found that most crashes happen at signalized intersections, esp. with permissive left turns.
- Comment: There is a lot of relation between pedestrian facilities and success of small businesses. I think we don't we address enough of this aspect of pedestrian network. We can leverage more business owners to support our goals.
- Comment: The Vision Zero presentation also talked about education down the road. What did they propose?
A: The Vision Zero focuses on street design, but there are many opportunities to educate.
- Comment: Where the discussion about reducing car ownership should happen? It comes in many different discussions, but we're not addressing this issue directly.
Michelle: PedPDX is a two-pronged plan. One is infrastructure needs and prioritization, the other is our tool box. It includes design guide, policy changes and capital improvements. We will be looking at congestion pricing or car free streets in the tool box, so it will be in the conversations for that.
Comment: BDS will be involved in conversations, though it'll be a slow process.