



PAC Meeting – April 17th, 2018

1) Opening:

Brenda Martin opens the meeting and is facilitating. Introduces Gabe - ask the PAC to view this presentation (which is multimodal in nature) through pedestrian planning lens.

2) Central City in Motion

Gives background on the Central City - demographics, density, etc. 40% of the CC is already publicly-owned right of way - *how to make the most efficient use of the streets we have in the central city?*

Goal of CCIM: How can we move people in and around the city more efficiently, as it grows.

Investments: 1) Intersections, 2) Improve Crossings; Prioritized transit, Separated bike routes (emphasis on low stress facilities).

Why CCIM? (Safety, Growth, Housing, Bike Network, Transit Priority) \$30M of project money to make improvements + prioritize projects.

- Question: Can you explain what pedestrian connections are going to look like?
- Response: In terms of the sidewalk network, it's largely built out - it's about identifying where safety issues are. [explains high crash network]. Because we know the crash data is not always great, we are also looking at risk - for instance places where there are double turn lanes (gives example of Morrison Bridgehead).

Looking to make each project inclusive of pedestrian improvements, transit improvements, and bike improvements.

- Gives summary of pedestrian safety projects (focused on crossing locations, future, funded, and past).
- Michelle: I just want to supplement, we will be coming to the PAC next month to give you an update on PedPDX. The crossing analysis is fed from PedPDX. As part of the plan, we developed crossing spacing guidelines - what you'll see next month is a citywide analysis to show where all the gaps in crossing are.

- Question: I've heard about crossing safety, but what about sidewalk safety? There are all these bikes and skateboards on the sidewalks. Is there anything being done as getting them to stay in the roadway or bike lanes?
- Response: We hear from cyclists that they don't really know where to ride in the Central City. What we're hoping to do with this project is to clarify for everybody. This is a bike lane, this is where you should bike, etc. Particularly in the Central City our bike network is not complete.
- Q: Are you going to address the Green Loop as part of the bike network.
- R: (gives background on Green Loop). We're not able to deliver the vision for the Green Loop with our budget, but we are able to set the stage (gives example of improvements along the Park Blocks).

Shares Bike Plan routes for CC - show lack of comfortable/low-stress routes throughout the city. Shares coming safety improvements (Flanders, Sullivan's Crossing, etc.). Discusses bike/transit conflicts.

- Q: [question about Green Loop alignment on SE 6th, as opposed to 7th]
- R: Is a question about whether we're looking at a great transportation corridor or a linear park. In terms of land use, 6th is closer to destinations; 7th is more of an industrial character.
- Q: It looks like you're considering both.
- R: We're looking at pedestrian improvements on 6th and pedestrian and bike improvements on 7th Ave.

Discusses connection between ETC and CCIM. Discusses process for identifying projects that would benefit both bicyclists and transit riders and how they can be rolled into the same project. Discussion of methodology for how ETC locations were identified.

- Q: I have a question about public engagement. Are there going to be neighborhood meetings where people can talk with you?
- R: It's challenging because some of the changes we make in the central city affect everyone. For instance, if we change something on the Burnside Bridge, it affects the whole city.
- Q: What is the city thinking about parking supply and price?
- R: It's a great opportunity for me to talk about what we're not doing - not looking at parking, AV's. There's no way for us to get some of the AT improvements we want without removing some parking.
- Q: I'm curious to know if the pedestrian safety falls under this process. There's a high focus on safety, but not much about the pedestrian experience. Where does that fall in this scope?
- Gabe: Those are not really aspects of this project right now.
- Michelle: A lot of these ideas will come up in the toolkit for PedPDX. Questions around making crossings more comfortable, questions about whether we should be talking about... I think what you're talking about are comfort related issues (such as seating, greenery, etc.). A lot of that will be addressed in the design standards - placemaking elements.

- Q: What about conflicts between pedestrian and bicycle modes. Also, are there any parts of the plan to declare any streets as car-free (gives example of NW Flanders).
- R: To your first question - we are looking at parallel facilities (streets that are for more commuting purposes and streets that are for walking and strolling). To answer your second question - what we're trying to do with this project is a near term look at improvements. Since there are no car free streets already, it's something that we probably won't be able to do.
- Q: What about autonomous deliveries that use the sidewalk?
- R: (Michelle): Our freight Master Plan will likely address some of these new delivery methods such as autonomous deliveries.
- Q: Just to clarify, in the very near term, there will be public surveys and open houses. In September, you'll have more of a package list of priorities and maybe look to us for a letter of support or something?
- R: I'd like to get you input on crossing spacing and location (gives overview of public engagement process). If there's a lot of interest in the project, I'm happy to come back and share more information.
- Brenda - "I have project fact sheets here".

3) Regional Transportation Plan (Mark Leer)

Shares goals about the presentation and gives information about what the Regional Transportation Plan is. Gives federal and state legal background for regional planning. This is the first RTP that has been written since the Climate Smart Strategy (not just about tailpipe emissions, but also VMT, safety). Metro has made a Vision Zero Pledge (20-year timeline). Three primary goals for Metro: Vision Zero, Equity, Congestion. Asks for public comments on draft RTP from PAC (45 days between June and December 2018).

Modeling of RTP projects misses main Climate Smart Goals:

1. VMT per Person
2. Daily trips made by walking and biking
3. Per capita walk and biking miles per week
4. Vehicle, Bike, Ped -> Serious Injuries and Fatalities
5. (plus, five additional more)

Discussion of the role of TDM vs. Freeways in managing congestion.

Performance measure discussing combined costs of housing and transportation - Metro dropped it because they said they were not able to accurately model the impact of transportation investments on housing prices.

Current changes under consideration to the RTP include:

1. Focus on safety investments on HIN/HCC's
2. Strong partnerships between safety and ETC
3. Moving Safety/Equity to first ten years...

Orphaned Highway: Gives background on 82nd Ave - frustration that ODOT did not include it in their 20-year plan. Metro Council wrote a letter discussing how we should be prioritizing safety on 82nd Ave, Barbur Blvd, TV Highway, etc. ODOT has not yet responded. Discusses prioritization of jurisdictional transfer and how that can be included in a 20-year vision.

· Q: [Question about housing and displacement] I've been trying to follow what realistic and effective solutions look like. What are the solutions to the issue? I feel like we're at the mercy of major economic forces that the city is not capable/able to address.

· R: The first step has been accepting and really learning about what has happened so far (gives example of how previous efforts have not gone far enough). I want to acknowledge that were involved in this conversation even though it's really hard. The second is talking with the housing experts to identify areas and strategies to mitigate displacement in these areas (gives example of how affordable housing is linked to major transportation investments - example: SW Corridor). A lot of our bigger transportation projects are being held to a high standard to address housing issues.

· Q: [clarifying goals that haven't been met on prior slides] Is there a place where we can see the data about how these goals were not met, and what we can do about them?

· R: Yes, I can share that information with Michelle to pass along (describes modeling process - how these numbers are quantified). For many of the ones that we're not met, there was no data in model. This type of forum provides a great opportunity to ask policymakers via groups like this to ask Metro for more information about these how the investments in the RTP perform in meeting these goals.

· Q: Do you think there is enough resources at Metro to answer these questions?

· R: Honestly, no. They only have two people looking at performance measures and are understaffed.

· Q: [additional question about data analysis and modeling seeking to understand what is able to be modeled accurately]

· R: Gives example of well modeled data: (i.e. transit capacity data - TriMet, House Bill 2017. With regards to TDM and Parking policy they were really good at providing information.

· Q: Am I right that we have spent a lot of money on a regional model that doesn't tell us if we've met our goals or provides data on how close we were?

· R: Yes, but it is difficult to model accurately for all of the goals in the regional plans.

· Q: With regards to orphan highways, I hear a lot of talk about the need for jurisdictional highways. But a lot of these are in really bad shape. When you discuss jurisdictional transfer, does that include the upgrades that need to be made?

· R: That's something we're trying to figure out as well. A lot of these roads are really underinvested. My goal is to get maintenance funding prioritized and combine that with safety improvements. (gives example of how much money went to maintenance for the acquisition of Outer Powell).

Proposed policy changes...

- Establish policy that requires update to the functional plan requiring safety plans in TSP's and future RTPs.
- High Crash Corridors
- Ensure project costs for safety are detailed enough for Title 6 Analysis.
- Establish policy that prioritizes projects that benefits HMC's
- Documentation of housing affordability issues for evaluating future projects.

Policy Changes:

- Congestion Pricing
- TDM / TSM
- Incident response (Rose quarter example)
- Reducing VMT

Notes that the PAC is in a really great position to write a letter of response to the draft RTP.

- Q: [Regarding Climate Smart strategies for reducing emissions (including transition to EV's, reducing VMT)].
- R: We could have taken an approach to just say that we care about what's coming out of tailpipes. To me a goal like that is a massive disservice when we're saying we want to look at safety, equity, climate and then measure it with a policy like this.
- Comment: What we're missing with a goal like that is the safety benefits and public health benefits.
- Q: In this letter, what we be the most helpful so that you don't have another group just 'suggesting things'?
- R - We're doing this plan, we're trying to meet these goals, here's what you can do. Focus on safety - have you seen the new Safety Report - it's horrible! If we're going to go from 50% to 0%, we're going to have to do something major - not just count something different. The other one, the more groups like this can provide support for Metro Councilors and electeds who have (written letters like this) that would be really helpful.
- Q: Who should we be writing these letters to? // What committee should we address to suggest hiring more people to address the metrics (referring to the performance goals).
- R: You're an advisory committee to City Council. If the committee wants to cc Metro Council that would be helpful. That's one I can work more with Michelle.
- Q: So 'we're looking for more money from JPACT to hire more people...'
- R - I can send you some language - something like reallocating resources to address safety and equity related issues.
- Q: Is there any conversation going on around enabling people to meet all their needs close to where they live so you don't have a situation where all the jobs are downtown and somebody lives 25 miles away and thus has to travel 25 each and every day (in terms of reducing VMT).

- R: Right now, the information is not being broken down at a sub-regional level to help identify which sections of the region are underperforming and then prioritize funding there to fix the problem.
- Brenda: I think I've heard around the table that there's interest in writing a letter - should we make a motion
- Tiel: Makes a motion to begin starting the letter. (gets a 'second').
- B: Now let's take a vote - Yes (all) - Clarifying Question (Would this be in June?) - Brenda (Yes, we'd still have a chance to vote on the content of the letter before we submit it).
- R: Once you guys are all up to speed on the issue, I can come in and provide more information.

Kevin, Brenda, Teil will help draft a letter by our next meeting.

- B: I'm guessing you helped provide information for the budget advisory committee.

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- Michelle - [askes for update on Build Portland Letter]
- Mark - We did really well on our Build Portland letter. I think transportation did better than we thought it was going to.
- Michelle - And Outer Stark got funded to the tune of \$20million?
- Mark - Yes, we got everything.

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4) Hot Topics

Mike Serritella shares Google Drive Overview

Brenda Martin provides an update on the Gideon Street Bridge

- BM - In full transparency, this is something that I'm working on in my current job. Gives background information about the project and current safety concerns around 11th and 12th. TriMet is building it, but PBOT and Portland will own it.

Neighborhood Involvement

- BM - The person that set up this group worked really hard to make sure this was a committee represented the diversity of the city. I really encourage you to attend neighborhood meeting to keep informed about issues in your neighborhood.
- Comment: I go to the Land Use and Transportation meeting in Elliot - not the typical neighborhood association meeting.

- Comment: There's a meeting coming up in North Portland among multiple neighborhood associations throughout Portland.

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Open Comments:

- Comment - Expresses frustrations about comments about SW Portland that were negative. "I feel really underrepresented as a taxpayer and a community member." I'd like to bring in photos to share more about my community - I can collect information from my neighbors to share. I have a neighborhood committee that sends lots of information out about the neighborhood - we have walking concerns as well.

- Comment: So, this group does field trips? I'd like to begin discussing when and where - maybe in Southwest?

- Comment: Another project that I'm working on is Division Transit Project - first regional high capacity transit replacing the 4 along Division in SE. Some of the major issues are related to overcrowding and passing. These longer busses are going to help us address crowding issues. Speaks to stop placement, station quality, etc. Discusses Bike/Bus conflicts in new design (peds have to cross the bike lane to board the bus - bus boards in lane). TriMet is asking for the BAC/PAC/ +committee for special transportation to come together for a work session to actually some by and design and plan this station with pedestrian needs in mind. They're looking for 2 people from the PAC to participate.

- Q - do you know the time of day when this meeting would be?

- R - the time hasn't been set yet - it would be coordinated between volunteers.

[Evelyn, Janine, Elka, Ashley, Patricia all volunteer.]