



PAC Meeting –May 15th, 2018

Hot Topics:

Josh Channel is facilitating – introduces Jim Fairchild who shares personal and professional reasons for participating in the PAC.

August walking tour – Michelle is working with PBOT staff developing projects in East PDX – developing a ‘walkable tour’ to key project sites within a 2-hour time frame.

- Josh – we also talked about a walking tour in SW as well. There’s an opportunity to do a presentation to highlight some of the other issues in SW. Kenzie and John will collaborate on a presentation.
- Q: Is the walking tour to highlight existing issue or design treatments?
- M: In the past we’ve done both – the good, bad, and the ugly. Also on exciting projects coming to the area.

Joint BAC/PAC meeting – June 12th – slightly longer and bigger meeting.

Michelle is taking family leave over the next couple months – this is the last PAC meeting I’ll be at until September. Introduces Taylor Phillips who will be interim PAC coordinator.

Taylor: Excited about the opportunity to fill in this role

Michelle: I’ll make sure to provide Taylor’s contact info at the end of this meeting.

RTP Update: Michelle – as a follow up to last month’s meeting, Mark Lear and I discussed what would be the best timing, strategically for a letter. The draft RTP is coming next month and at that point, he’ll work with Taylor to developing talking points for you all.

Brenda – I’ll just add that we can do edits and revisions via email.

Smart Street light sensors (Tiel) – I went to a GE to find out more information about street lights and sensors. There will be video cameras at high crash intersections. Because of privacy concerns, they will not record video, but on the fly do conversations to abstract objects size and shape into data that can be analyzed. Gives examples of how data will be restricted. I asked about whether peds,

people with disabilities, and bike can be distinguished. The answer was “Maybe” – it hasn’t been deployed yet for this type of treatment. They have not begun to develop the analytics that will done with this data. Once exciting thing is to be able to observe before/after for a stretch of Division that is being improved. Because that system will develop a time stamp and the system develops a time stamp, we’ll be able to see whether people will be crossing with or against the light. I wish their were more clear goals – but the data will be exciting to use in the future.

Josh adds – I hope that they will be reality checking some of the data with humans to confirm that bikes aren’t being counted as cars.

Pedestrian deaths (Josh Roll) – rising since 2009 according to new Institute of Highway Design (?).

Oregon data indicates also substantially higher, consistent with national data.

- Tiel – How do we make walking more attractive in ways that aren’t captured in large projects that we spend time reviewing? What is our responsibility in looking at this?
- Josh C – Deaths have risen and it’s our role to figure out how to turn that around.
- Eika – Agree with Q that we’re more reactive than proactive/philosophical.
- Elaine – Sidewalk maintenance is a role we should take on. Low hanging fruit. Communication with property owners important and people don’t understand responsibilities. Not easy to get a permit [ed: unclear what kind]. There’s an education role here too.
- Michelle – Acknowledge need for citywide ped crash analysis.
- Patricia – Columbia Boulevard Ped Crossing moving forward, money has been committed to make it happen. RE: overgrown trees, needs to be addressed.

Josh – There is opportunity to work in smaller groups to work on some of these issues.

Policy Guidance on Electric Scooter Rental (Steve Hoyt-McBeth)

- Small pilot coming this summer – not a decision on longer-term role of e-scooters
- Similar model to bikeshare – one-way trips, for rent, with stations or parking areas
- Scooters get pulled at night for recharging
- Want to engage PAC early to figure out interaction and mitigating drawbacks
- Interested in e-scooters based on first/last-mile to transit and general access equity

[ed: all answers from Steve unless otherwise noted]

- Q – Do you anticipate that someone will start a program unauthorized if the City doesn’t start this framework?
- A – Yes. It has happened in other cities.
- Q – How will you enforce helmet laws?

- A – Not entirely sure. One provider gives incentives/discounts to buy them. Vancouver, BC puts a helmet on the bike itself. Probably one of the trickiest things to figure out. Seeking feedback.
- Q – Seems like e-scooters might help complement transit system especially in low-access areas.
- A – Absolutely, something we'll talk about more.
- Q – Where are they staged?
- A – Anticipate emphasis on downtown from vendors. However, for our goals we don't necessarily want it to be focused downtown. Trying to calibrate how to set that framework up to make vendors support other areas too. Not entirely sure whether to focus on specific neighborhoods or the city as a whole.
- Q – So you've already made the decision to do a pilot project?
- A – Yes.
- Q – So San Francisco is having significant issues over this, can you address this?
- A – We have concerns about ped safety and comfort, we're trying to build that into the framework. These companies exist and they're coming; our approach now is to learn from pilots and make the longer-term decision based on that.
- Q – General concern about safety of scooters on streets given pavement quality. Have other cities with less dense downtowns deployed them?
- A – We don't have enough data yet on other cities. One thing we're considering is a per-trip fee to feed back into facility improvements.
- Q – How will you structure data-sharing to ensure PBOT owns the data?
- A – We are planning to require data sharing in some capacity. We want the trip data, anonymized. We don't want to see personal data, and we'll have to work with some other bureaus to figure out how that will work. Possibly an API we can poll to get the data we want. We do want to use the data to make smarter decisions.
- Q – When is the pilot starting?
- A – We don't have a firm date, but this summer. Thinking a four-month pilot. Want to see what happens in less-nice months.
- Q – What are the companies doing this?
- A – There are 4-5 that we're aware of. We've been contacted by 2. Align, Spin are the two we've heard from. We want to cap the total scooters and the total per vendor.

- Q – One concern is that BikeTown is such a jewel, and we’ve worked with a company based here. Don’t want these systems to compete; want collaboration or complementing. Second, agree with concern about serving East Portland. Third, disparity between sidewalk riding and helmets between bikes and scooters seems concerning.
- A – These are Oregon laws so we can’t get around them.
- Q – Liability comes to mind. What’s the answer there?
- A – We require commercial liability from vendors, around \$1-2M.
- Q – What’s the target demographic?
- A – We’re not sure yet. We have a hunch it might be younger, part of our goal is to stretch that out in terms of age and income and geography.
- Q – It doesn’t solve the safety issue for me. We want to get to transit, but e-scooters don’t help us there. How much is it really going to hit that transit access mission?
- A – We need to get some data, can only speculate so much. Want to hear what the effects are from the pilot. If this helps us move people out of cars, we think it helps a bit, but it’s a legitimate point.
- A – Clarifying point about age. The law is 16, BikeTown is 18 per vendor concern about liability. We haven’t landed on what we’ll pick yet.
- Q – Went to SF and scooters were everywhere between the year we visited. Scooters zoomed right by us, concern about safety issues. Is it a trend?
- A – What we do know is they’re making money. We’ve asked companies to build in some safety messages within the apps like BikeTown back display does.
- Q – East Portland doesn’t have lots of bike lanes, so there isn’t infrastructure in place to make e-scooters happen.
- A – Agree. We’re grappling with whether to only allow companies to deploy on streets with bike lanes, or should we provide guidance on where people are traveling and focus on that and let people make decisions.
- Q – You mentioned sometimes people just leave them everywhere. What are your plans for that?
- A – Education is one, putting it at the forefront. Can we use the permit fee to put things on the sidewalk that would say, “Riders not allowed”, etc. Also looking at performing targets. We could do audits and give corrective guidance to companies, escalating to fines etc.

- Q – Important to hold companies accountable. Want them to be held to certain standards around usage on sidewalks. Do you have locations already selected for pilot?
- A – No. We know we want to see some areas be in East Portland, but still trying to figure it out.
- Prompt (Eric) – Follow-up: We’re still deciding on what we want to do, would it help to provide some general framework for future subcommittees to help us make those decisions?
- Response (Josh C) – Want to note that there is some benefit in terms of the people who repair, distribute, charge the scooters. Would like a few folks to help with policy guidance and then reach back out to PBOT about next steps.
- Q – These are designed for young people. Don’t want to displace elderly or disabled with this new system. Already a lot of burden for people with mobility issues, this has potential to be one more thing.
- Q – Are there acceptance criteria?
- A – Not yet, that’s something we want to keep exploring.
- Q – When do we need guidance by?
- A – We’re hoping in the next couple weeks.
- Josh C – Seeking members to be part of the group to explore further
- Patricia, Tiel, two folks in back, Zoe.

PedPDX (Michelle Marx)

- PedPDX started before this PAC body. Thought it was a good time to sync up.
- PAC will own implementation of PedPDX, so important to be aligned
- Last adopted 1998, has done a lot to influence development of city
- Big gap between need and resources, some prioritization needs to occur
- Current work is around framework for prioritization and toolbox
- Draft plan due Fall or Winter 2018 – process has been underway since Summer 2017
- Goals: Equitable/Inclusive, Safe/Secure, Comfortable/Inviting, Healthy/Environmental
- Newly funded Pedestrian Network Completion Program will be informed by PedPDX
- Overarching goals of Equity+Safety+Demand, leading to a Healthier Portland
- Key Question – Does this approach make sense, for your neighborhood? What should we modify to address other needs?
- Gap analysis another big issue – guidelines vary on ped classification

- Working on policy to require marked crossings within 100 feet of transit – getting rid of crossings per hour requirement
- Outer Division an example of this work – lots of crossings being introduced per guidelines
- Signals are not stopping crashes – area for improvement
- Toolbox – variety of tools with signaling, parking requirements, transit access, etc.

[ed: all answers Michelle unless otherwise noted]

- Q – How are ped districts decided?
- A – It was decided by Comp Plan
- Q – What do you plan to do with trails? A lot are overgrown and not utilized
- A – So one of the treatments might be to build a ped path instead of a full street
- Q – How do you factor unpaved streets in?
- A – We have a new program to tackle this and we’re directing them to our network as a priority. Another alternative is partial improvements – sidewalk not a street etc.
- Q – What about education opportunities? When and where people need to stop when driving? Another around driving safety? Not as physical, but PSA style ads. Also, how does budgeting work with this? How does recent lawsuit regarding curb cuts play in?
- A – The programs I showed share a pot of \$2M/year in funding. Looking at \$1.2M of that pot. For the lawsuit, final settlement agreement is about to finalize. It will specify how many curb ramps we must improve every year and there will be a pot of money alongside it. We’re developing an ADA transit plan to prioritize
- Q – Want to agree on education, it’s not just drivers, it’s also peds and property owners. It’s a big mutual responsibility. Probably the cheapest thing we can do. And, want to make sure there’s a way to address special situations that come up that we can’t anticipate – particular developments that emerge etc. Want flexibility in plan.
- A – The network plan will be updated every two years. We also want to leverage opportunities that come up.
- Q – Concern about right turn on red
- A – Totally agree and we’re on it.
- Q – Education-wise, we get an annual reminder from Metro about waste management. Could we do a similar flyer for pedestrian safety? Two-pager in color with tips for safe travel. Drawing on experience, bike boxes had no education piece.
- A – Thanks.

- Q – So you want guidance on approach for capturing demand in prioritization system. Can we email you?

- A – Yes.

Public comment

- Q – Do “signals” include rapid flashing beacons and activated crosswalks?

- A – I was referring only to formal intersection signals.

- Q – Hope you will consider City Engineer standards and that tree roots are heavily affected by what we do underneath sidewalks. City method is somewhat out of date. Another thing is wires are on one side of street and not another, presence of wires greatly affects size of trees that can be placed. The experience of peds is affected greatly by trees. Symmetry of street not necessary, if we got out of that pattern we would allow larger canopy trees that could benefit peds, but standards at PBOT restrict what we can do.

Adjourned.