



**Pedestrian Advisory Committee | July 17th, 2018
City Hall, 6:00pm to 8:00pm**

PAC Members in Attendance: Brenda Martin, Elaine O'Keefe, Brian Landoe, Patricia Jewett, Evelyn Ferreira, Matthew Hall, Kenzie Woods, Josh Channell, Janine Gates, Elka Grisham, Zoe Klingmann, Marcella Crowson (alternate)

PAC Members Absent: Mark Person (excused), Tiel Jackson, Josh Roll (excused), Ashley Schofield (excused).

Guests: Richard Sheperd, Doug Klotz, Jim Howell

PBOT Staff in Attendance: Taylor Phillips, Mike Serritella

Guest Presenters: Nick Falbo (PBOT), Megan Channell (ODOT), and Caitlin Reff (PBOT)

I. Introduction & "Hot Topics":

Brenda Martin facilitates:

- Zack Katz is moving to New York - Zoe is taking her spot as a full member.
- Janine Gates is taking a leave of absence while she begins the MURP program at PSU - will return to PAC in January.
- Formal comment for [Metro's 2018 Regional Transportation Plan](#) (RTP) is open. Brenda is working with Taylor Phillips to write a letter, due August 16th. The letter will be written in Google Docs. *Taylor adds:* Mark Leer (PBOT) is developing talking points to help us begin our letter. RTP is approaching final stages.
- Update on the [E-Scooter Pilot Program](#) - Brenda defers to Josh Channell. Josh states that a couple of members of PAC worked with the BAC to develop policy recommendations. Pilot program is now accepting applications and we will see these as soon as next week.
 - Q - is there an opportunity to solicit feedback?
 - Taylor - yes, the method of collecting public input under development.
 - Q - How fast will the scooters travel? Will they be required to wear helmets? Where can they ride?
 - Taylor - Speeds are capped at 15mph; Oregon state law is that helmets are required - E-Scooters will not allowed to ride on the sidewalks.
 - Q - Who is enforcing these rules?
 - Josh clarifies that companies will be generally charge with education and enforcement.
 - Q - How long is the pilot project?
 - Taylor - Four months.

- Evelyn Ferreira adds: I wanted to invite the group to get together and think about what our pedestrian “wish list” is. I think it would be helpful for the group to get together to make a list/letter about what we want to accomplish as a PAC, what kind of changes to we want to see in the built environment. I notice that our agendas are very full and that we’re mostly spending our time reacting to the presentations that we hear. If we had a list, we would be able to see how (or how not) these projects are meeting our priorities and goals. I would like to invite the group to meet (or collaborate via Google Docs). *Additional PAC member express interest meeting ‘offline’ to discuss these priorities.*
 - Question: Why do we have to do this ‘offline’? Isn’t this important for us have these conversations before we just respond to presentations.
 - Elka Grisham - Perhaps this could be framed as a retreat?
 - Brenda responds - I know that Michelle Marx (PBOT) has been really respectful of our time and wants to recognize that we are here as volunteers. I think it makes sense for myself, Josh, Michelle, Taylor to brainstorm how/when we could meet.
 - Marcella Crowson adds that we should have this meeting sooner than later.
 - Brenda suggests that we should get the conversation should get started, but that it might helpful to begin online and do some homework. She suggests beginning with a Google Doc & Doodle Poll to coordinate.
 - Kenzie Woods suggest that the meeting needs/should be in-person - Brenda agrees.
 - Josh cities experience working with BAC to write E-Scooter letter - makes a connection to previous conversation about additional PAC meeting.
- Josh lists additional updates/announcements:
 - Upcoming [Sunday Parkways - Green Loop](#)
 - [Lloyd to Woodlawn Neighborhood Greenway](#)
 - [SW Corridor](#) Environmental Impact Statement is up for review (until August 30th).
 - Kenzie volunteers to help initiate a letter on behalf of the PAC requesting high level elements but expresses reservations about the politics and legal controversies. Brenda opens it to the floor for questions/comments about whether we should write a letter.
 - Kenzie volunteers to write a draft and share it via Google Docs.
 - Brenda suggests that the letter could be from “members of the PAC”, but not necessarily officially from the PAC.
 - Josh clarifies that you need to make some comment during the public comment period to have any legal standing later on.

II. I-5 Rose Quarter (I5RQ) | 6:30 | Megan Chanell (ODOT) and Caitlin Reff (PBOT)

Brenda introduces and frames the I5RQ project and reminds the PAC to focus on the pedestrian environment. Josh recuses himself.

Megan Chanell (ODOT) begins by giving some high level project context and going over the agenda:

- ODOT is early in the project development - primarily looking at ‘foot print’ to evaluate benefits/burdens.
- Design begins in 2019; construction as early as 2023.

Key Questions for the PAC:

- What should we consider as we design pedestrian improvements?
- What are your ideas about new public space on the highway covers?
- Are there other opportunities for the project to enhance community?

Megan highlights project area. Gives project context beginning with historic Albina neighborhood, highlighting connectivity of the grid, vibrancy, and African American culture. In the 50's/60's freeway and urban renewal disconnected/displaced the community.

Megan gives context about traffic volumes and safety statistics in the area - highlights vehicle volumes, bike volumes, transit, etc. Between I-84 to I-405: there are many exits and ramps - there are multiple historical efforts to address this area. Megan highlights the Greeley-Banfield project noting its flaws. She continues by discussing how the current plan with developed, including stakeholder advisory committees and timeline.

Caitlin Reff (PBOT) takes over to begin discussing specific improvements – detailing pedestrian flows, bike flows, and vehicle movement in the area.

Highway Covers:

- “In order to fix what’s down below, existing highway crossings would need to come down, this kicked off a discussion of how these could be design better to create more continuity and connectivity.” Caitlin continues by showing a rendering of the completed project with fully realized development potential.

Hancock-Dixon Crossing:

- Restores E/W connection via Hancock
- Notes that this will reduce vehicle volumes near Harriet Tubman MS with the removal of the N Flint St overpass.

Clackamas Bicycle and Pedestrian Bridge:

- Provides a new bike/ped connection
- Important to the Green Loop

Other Local Street, Bicycle, and Pedestrian Facilities:

- High level of design: 12-15 ft sidewalks, crossing spacing, signal and pedestrian phasing.
- Example: Weidler/Williams - shares before and after rendering.

Megan takes over to discuss freeway expansion details:

- Auxiliary lanes between I-405 and I-84
- Cites crash rates and safety concerns.
- “Ramp-to-ramp” auxiliary lanes give people more time and space to merge, reducing safety risk.
- Details how auxiliary lanes would work and details benefits of full-shoulders for stalled/damaged vehicles (which are included in the project)
- Primary goals are safety and travel reliability for vehicles, emergency vehicles and freight.
- Highlights that this segment of I-5 is the #41 bottleneck on the national freight network.
- Details redesigned southbound onramp design

Timeline:

- Planning and Environmental Review - 2017 to Early 2019
- Design - 2019 to 2022
- Construction 2023 to 2027

What is included in an Environmental Review? Lists topics (there are many). Highlights that it evaluates a build/no-build scenario - timeline is out to 2045.

What is included in the Active Transportation Evaluation?

- Active Transportation - Ped/Bike Criteria:
 - Route directness
 - Intersection quality
 - Ramp terminal avoidance
 - Degree of separation
 - Grades
 - Delay

Opportunities to engage:

- Take the online survey
- Sign for project email updates
- Online comment form
- Sunday Parkways for Green Loop

Q/A for I-5 Rose Quarter Project:

- Janine: Can you explain highway covers? What's the point? Is it for pedestrians? Car?
- Response: Extra space can be used for cars and sidewalks, but also extra space can be used for other opportunities. It will be the first highway cover implementation in Portland. Defers to Megan for examples: 1) Seattle near convention center; Dallas has one too. Megan says that she sees this as "an exciting urban design opportunity for Portland to leave its mark on highway covers."
- Brian: What makes this area least attractive for walking is that there's a number cars. A lot of the focus of this project is reliability/access, which would increase driving in the area, which seems counter to city's goals. We all know about induced demand. How does this project address this?
 - Response (Megan): We are in the midst of travel modeling and analysis - there will still be two through lanes coming in and two coming out. We are conducting analysis on the impact of the through lanes. We are also looking at degree of separation for people biking and walking.
 - Response (Caitlin): We are looking at improvements/collaboration with PBOT about what can be done along Broadway/Weidler and other areas.
- Kenzie Woods: One of the other projects I'm following is the Portland Diamond project, are they doing a good job collaborating with you all?
 - Response (Megan): They're not directly coordinating with ODOT - we have not been consulted by them yet.
- Elaine: I have worked here 25 years and I still get lost every time I visit there. It's a total spaghetti design. I think clarifying and simplifying needs to be a big priority on this project. When

drivers are confused it exasperated the pedestrian experience. We can't blow up the Moda Center. I think clarity should be a design criterion. Another thing is to focus on the moving freight through there as quickly as possible. Let's keep them going straight to Washington.

- Evelyn: I went to ODOT's meeting about freeway expansion and congestion pricing last week - is that what you're talking about here?
- Response (Megan): The capacity increasing project is on I-205 near Stafford road where a third travel lane would be added. That project would be tied to some tolling revenue. [Megan gives some background around "value pricing" - House Bill 2017, how it works, process for getting it approved - gives rationale about why it is being considered separately from I5RQ].
- Brenda: I don't think you talked about funding (amount, source)
- Response (Megan): In 2017 dollars, \$450M
- Brenda: How much is from HB 2017?
- Megan: If you are assuming a 5% bond over 25 years, it would be about 400-420M.
- Brenda: Can you talk about impacts? Are you acquiring land?
- Megan: One of the goals of this project is to maximize ODOT's land - none of the lanes, shoulders are outside of ODOT property. Discusses taking down and replacing of BW/WV overcrossing.
- Brenda: Are there other areas where you're looking at making transit improvements?
- Response (Megan): Where we've been looking is mostly at the 4, but we're working with TriMet, Metro, and regional partners to look for new opportunities.
- Brian: I never have heard of this as a high fatality area. When I think of ODOT own facilities that are dangerous, I think of 82nd Ave and Lombard. I imagine a lot of these crashes are slow speeds.
- Response (Megan): Most crashes are slow speed, rear ending and sideswipes. They are not many severe injuries or fatalities, but I don't think that we should take any injuries lightly.
- Kenzie - Doesn't the state get a lot of revenue from freight, and this might not be the best place to raise this issue, but should we support this because it help raise revenue for the state.

Brenda closes.

III. Draft Alternative Pedestrian Walkways (PedPDX) | 7:15 | Nick Falbo

Nick gives context that he's been working on these designs as part of PedPDX in Southwest Portland. These are classified as *anything but a sidewalk*. Nick states, "I'm here to get your general take on these facility types - what's your gut reaction about these designs and how we'll be using them."

Nick begins with: "Why are we considering this?"

Nick shares a map of arterials and collectors with sidewalk gaps: 37% of the streets along arterials have no sidewalk.

What does this look like? (shares examples of two lane arterials in SW Portland and unimproved local streets in North Portland).

Nick states, "We have a lot of work to do, and this document outlines lower cost solutions to these barriers. A lot of these are interim in nature - get something sooner, rather than later."

Nick shares continuum of Alternative Pedestrian Walkway facility types; increasing in protection and design as speeds and volumes increase.

Nick: "I'm going to walk through each of these types - feel free to ask questions along the way."

A - Shared Use Path Connections:

These are not long trails - just small blocks that connect local streets. Example of NE Klickitat near Irving Park / NW Irving Street in the Pearl. Example of a shared use path (SUP) at NE Couch near the Yard. We have some streets are unimproved ROW's, these are the types of connections that usually get developed upon redevelopment.

- Question (Brian): I'm thinking of areas in East Portland where there's 1000ft blocks - are there opportunities to do this there?
- Question (Kenzie): I would love to hear how these design apply to areas of town with topography. It seems like the area that lack connections is in SW. I'd like to know if these designs would be usable in hilly areas - can you designate when these would apply?
- Response: [acknowledges that unique challenges associated with topography] A lot of these designs are specifically applied to SW Portland. It's very expensive to build sidewalks and even more so in SW Portland. In SW there is a sophisticated network of SUP that are built and maintained by the community. If we were to build that it would be accessible.

B - Shared Street:

Shared streets would be specifically designed for slow speeds (15mph); low volumes (500 cars/day). These streets are designed for people to walk in the road with traffic. There will be so few cars that those interactions could be managed.

- Question (Elaine): With this type of treatment be used only on unimproved roadways?
- Response: Yes, and that might include downgrading conditions to slow traffic and maintain low vehicle volumes.
- Elaine: I imagine this design would be good for those 'out-of-the-mud' streets

Nick shares an example of SW Beaver street

- Janine: Are there many examples of 15mph streets in Portland?
- Nick: No, this has not been applied widely.
- Pat: If you would improve pot hole streets, we have a lot of streets in St Johns and people might be concerned about increases in property tax
- Nick: I'm not a tax lawyer, but believe that tax increases are capped.

C - Advisory Shoulder

Nick explains how it works when two cars approaching would navigate interactions. Explains how these would work similar to current conditions. This treatment is very low cost and would be experimental in Portland.

- Elaine: How does this work with parking?
- Response: There should be clear areas where cars are allowed to park (gives example of gravel shoulders).
- Janine: When passing, do cars use the 'advisory space?'
- Response: Yes (explains how cars would navigate conflicts)
- Janine: What's the speed limit?
- Response: Up to 25mph - 20mph on local streets - when these have been installed, they are usually paired with a speed limit reduction.
- Matthew: Is there data on the safety? They look like death trap'
- Josh: Peak hour trips on this road would be a car every second (3,000 ADT). To me that number is too high to me for this particular treatment. I understand that it's cost effective.
- Response: This is great feedback – exactly what we're looking get from this group.
- Zoe: Do you think this would require a lot of education for drivers.
- Response: Yes, especially when it's first installed.
- Evelyn: I sit on PedPDX CAC, folks expressed the same concerns about speed (25mph) but in in regards to safety it makes me very nervous (especially with a high volume of cars) - I hope that you're taking this seriously.
- Response: We do hear that - it may be that this is not the right time to bring something like this into the world.
- Evelyn: Maybe it is the right time, but also worth looking at reducing speeds and minimizing risks by reducing volumes.
- Kenzie: A lot of the education for this could be started at the elementary school – getting the little kids to think this is normal is a good start.
- Elaine: for this particular treatment, I do think speed/volume is too high. Considering striping disappears when it snows/night are you thinking about supplemental things like lighting, delineators.
- Elka: About your comment that this is done all over the world, but the cars are a lot smaller there.
- Evelyn: Texture in the roadway might also be helpful.

D – "Safer Shoulder"

Shares an example from BH Highway, and SW Portland. Not physically protected, but a dedicated striped place for walking.

- Elaine: BH Highway has higher than 3,000 ADT - it a horrible.
- Josh: The double white line is helpful for this, maybe some 'rumble strips' to indicate to drivers. I feel a lot more comfortable with this than the advisory street.
- Brenda notes areas of encroachment around right-hooks at driveways and intersections.
- Brian: what' an example of traffic calming?
- Nick: Speed bumps, (lists others)
- Pat: We're not thinking about the newer cars that beep and automatically stop when approaching fixed objects. We should be thinking about these.
- Elaine: Maintaining the landscape is an important element for this type of treatment. Maybe some education for property owners about their responsibilities to maintain the vegetation - especially helpful to understand what the consequences are when they don't do it.
- Brenda: What are the conditions where this facility type would be used with a sharrow or a bike lane.
- Response: It would depend on vehicle speeds and volumes.
- Evelyn: What is the speed limit for a sharrow?
- Response: 20mph on Neighborhood Greeways's - legally no faster than 35mph.
- Evelyn: Is there a cost difference between white and green paint?
- Nick: I don't know the cost difference. There is talk about a pedestrian lane specific color.

E - Separated Walkway:

This is where your speed and volumes are higher. Where you would be normally putting a sidewalk. Parking stops to create a linear/physical barrier between the roadway and the walking space. Can be delineated with bioswales and vegetation. Areas where we already have excess pavement or where we could quickly add in some asphalt.

- Brenda: I've heard about issues with cleaning protected bike lanes - would this have the same issues?
- Response: This would be a PBOT responsibility - we do have a vehicle that can clean 6ft.
- Josh: Is there discussion about taking some space to create a walking path and making the street one-way.
- Response: That is an interesting idea, it would have to be bigger conversation.
- Janine: How does this facility work with bus stops?
- Response: This is a really good point. We've looked a bus pads. It could be done on the cheap as it is now (into the road) or a way to direct some of the money saved on this type of plan.

- Elaine: I very much support this kind of effort - I use to be very critical of Portland's "all-or-nothing" approach to sidewalk infill. I appreciate the interim framing and think it would help with implementation. Maybe some opportunities to pilot these ideas. I'm very supportive of this idea and would like to see if others are too.
- Brian: I want to second the idea to convert two-way to one-way.

Closing | Public Comment

A - Betsey Reese (Representative from Paramount Apartments):

Wants to speak about promises that were made in exchange for ROW though parking lot, and their experiences with ODOT.

9 months of pestering to set up a meeting.

6 years ago promises were made.

3 things that they cared most about are missing from project - encourage to follow through with pedestrian promises. "Don't be fooled by we're only 3% of design..."

- 1) To be made whole on property (exchange of property) - "that is gone"
- 2) Main reason we allowed ROW was to provide safe bicycle passage... What we have been left with is not the two MUP that we're promised, but instead one "BS" (bikes on sidewalk) - a term she coined - it's what they do with bikes when they can't figure out what do with them. It causes bikes and peds to be enemies when they should be friends and allies
- 3) Talked extensively about the broad ped plaza that was going to be developed in front of the building which was to be dedicated African American community. We are not seeing anything concrete that honors or memorializes it, or allows us to recreate anything that was lost. The reason that it was gone now is due to a flyover that covers over half our property. We have no access, they had to reopen Flint to give access, which was the plaza was to be built.

B - Aaron Brown from No More Freeways Coalition.

Highlights irony of alternative pedestrian treatments that can be used because we are limited on funds before a \$450m freeway expansion project.

\$450m is 7X what the gas tax raises (was campaign manager for Fixing Our Streets).

The PAC is here to see better pedestrian environment through advocacy and a fundamental question is (it stops becoming a technical issue and becomes a political issue) about what we are investing in. Our investment reflect our values.

Cites support from NA's, CCC, Oregon Walks, OPAL, Audubon, etc.

"It's 2018, the ice caps are melting, 40% of our emissions come from transportation. If ODOT was serious about making pedestrian improvements they wouldn't put garnishes on top of this freeway

boondoggle, they would be making investments on the arterials that they own in east Portland (82nd, Barbur, Outer Powell).

If you'd like to learn more about NMF, we'd be happy to do a presentation. I encourage you to ask these bureaucracies why we moving forward with a \$500m project".

"If we're going to spend half a billion dollars on transportation project, it's unconscionable for it to be considered a walking advocacy thing if it's actually a freaking freeway widen project that won't do anything for walkability, and also contributes to issues of air quality" (references issues with air quality near Harriet Tubman MS – students having to taken recess in doors because of air quality).

Asks for opportunities for future engagement. Shares website. Also discusses the role of the organization in promoting decongestion pricing.

C – Doug Klotz

Was a prior PAC member representing Oregon Walks.

This whole RQ project move sidewalks here and there – points out 'awkward' design on Williams where MUP is down the middle of the road.

It's a freeway project that they're trying to rationalize. The lids are just there for construction purposes. Can't put buildings on them – maybe trees or a plaza.

[conversation returns to PAC]

Brian: do we want to submit a letter for the RQ project? Have a side meeting like we did for the E Scooter pilot?

Brenda: Suggests that we approach it in September.

--- Interrupt: ODOT said they were going to do a EIS, but they'll be asking Metro if they can do an Environmental Statement, which is a lesser requirement.

Josh: Reminder that the next meeting is going to be a walking tour.

Adjourn 8:05pm