

City of Portland
Pedestrian Advisory Committee



NOTES

Tuesday, October 16, 2018

6:00 – 8:30 PM

Pettygrove Room, City Hall, 1200 SW 5th Ave.

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

* Indicates committee members in attendance

+ Indicates committee member excused

Staff Present: Michelle Marx, Francesca Patricolo, Kerry Aszklar

Special Guests and Speakers: DJ Hefferman (citizen), Zef Wagner (PBOT), Providance Nagy (PBOT), Sgt. John Holbrook (PPB)

Public Comment

DJ Hefferman, member of Sullivan's Gulch NA land use and transportation committee, described Sullivan's Gulch and asked the committee to talk about how neighborhoods can finance upgrades to their pedestrian network to minimize gaps.

Introductions/Announcements

PAC survey feedback and follow up actions

Michelle walked through general takeaways and action items from PAC survey responses.

- Onboarding – Office of Community and Civic Life is working to update all commissions and advisory bodies, including bylaws, trainings, onboarding, application procedures, etc.
- Meeting duration and food – Michelle suggests extension of PAC meeting from 6-8:30 to 6-8:30. Brenda asks for committee feedback.

Elaine asked what could be informational and sent out, and what could come to the committee? Michelle replied that the usual practice is to sit down with chairs to organize annual agendas for committees. Michelle suggests involving all the committee. Elka supported the extension of the meeting time. Brenda supports as well, and suggests people examine projects and do homework before meeting to be prepared. Also voiced appreciation for chairs and Michelle in keeping an eye on projects in the pipeline. Elaine suggested time to bring PAC-initiated projects with time extension. Tiel supported the extension and points out the time could be used to discuss projects, not just longer presentations. Brenda asked for a committee vote on the subject, and the motion passed.

- Project tracking

Michelle responds to requests to track project processes with more clarity. She responds by sharing a project development tracking sheet that documents projects that the PAC has reviewed, the project status, and when PAC may be re-briefed. Tracking sheet will be updated and distributed monthly.

- Standardized information from presenters

Michelle responds by saying she will ask for more information from presenters as part of each presentation, including: project scope, budget and funding source, project source, timeline, and key pedestrian questions from the PAC.

- Comment cards for presenters

Michelle and staff agree that comment cards in response to presentations are a good idea for various reasons, and that a standardized rubric may not be able to capture all comments from the PAC. Staff suggests developing and distributing comment cards for PAC members to give written feedback to presenters.

- Relationship with Commissioner Eudaly

Michelle informs PAC that the Commissioner's office is working with PBOT Public Outreach staff to develop coordinated strategy to meet all advisory groups. Michelle also adds that she will be teaching a PCC class on 10/18 that the Commissioner will be attending.

General responses to action items:

Elka asked for more information about changes from Office of Civic and Community Life (OCCL). Michelle replies that there will be updated onboarding templates from OCCL, and that advisory committees will be tiered (Tier 1, Tier 2, etc.), and that the PAC will be Tier 1. This means committee will have to comply with state public meeting law with notifications and are not allowed to use Google Docs.

Francesca brought up ideas about the PAC's role within community and in neighborhoods. She suggested ambassador-ship role with PAC with items like t-shirts and tabling at public events and other avenues of community outreach for the PAC. Michelle comments she would like to talk more about it at onboarding next month.

Project Status and Updates

- Division Transit Station Platform testing with TriMet on Oct. 18

Tiel Jackson and Elaine O'Keefe attended to represent the PAC. Station platform design to be integrated into 60% design, which will come to the PAC in early 2019. Elaine commented that it's important to keep eye on it. The location was at the Rockwood station (181 and Burnside). Brenda notes that she works on this project as a TriMet employee.

- I5RQ currently scheduled to return to PAC in January (in conjunction with environmental analysis public comment)

Michelle mentions that she is working with BPS and PBOT Planning to schedule briefing in December on the planning history of the North/Northeast Plan (which includes the I5RQ work) adopted by Council

- E-Scooter updated statistics (scheduled for December for full pilot briefing)

Michelle was unable to bring updated statistics, but will bring staff member to meeting in December with updates.

Patricia said that when a friend crashed and was sent to ER, ER staff say up to 5 people a day are crashing, but data is not captured by PBOT. Josh R. asked, do we (the PAC) have say in how this goes forward after pilot ends? Tiel mentions it would be helpful to know where trips happening; what mode they are replacing? What kind of complaints are coming from non-scooter riders. Elaine expressed interest in the geographic distances in complaints and types of complaints. She noted there could be differences between downtown complaints vs. neighborhood complaints.

Josh R. asked about more info on the promise of Bird to invest \$1/scooter/day for bike infrastructure. Comment that it is actually 25 cents per ride during scooter. Tiel asked if it's possible to survey hospitals for scooter-related injuries. Josh R. brought up how augmenting crash data could be improved through using EMS data systems through new system, and that it includes what doesn't get reported through crash data for vehicles. Called Nation Emergency Medical System Information (...)

- Connected Centers

Michelle updates PAC on return of Denver Igarta and the Connected Centers plan in a few months to request a letter of support, and she will send more information.

- Columbia/Lombard Mobility Corridor Plan – Zef Wagner, PBOT

Zef introduces the Columbia/Lombard Mobility Corridor Plan (C/LMC) to the PAC with the central question of, how can transportation and land use work closer together? He shared that the plan will address the major barriers to the south and industrial area to north, the higher number of fatalities for all modes (ped, bike, cars), and the importance of the corridors for freight. Zef mentions that there is no great toolbox and design guidelines for major freight corridors like this. He estimated 18 months for the project entirely, starting in January with public kickoff. He is working on recruiting an advisory committee and asked the PAC for suggestions of organizations or people to be on committee. The first meeting will be in Jan, and then every 2-3 month over 18-month period.

Patricia asked if the project will tie in with NPDX Transportation Partnership? She also suggested maybe someone from 40-mile Loop organization? Tiel suggested the Fair Housing Council could be interested in showcasing project.

Brenda asked for details on date/time of committee meeting. Francesca replied saying that when members are accepted, personal schedules are taken into consideration when planning the meeting. Zef mentions that freight businesses prefer early morning meetings, and that should be taken into consideration when thinking of applying.

COMMENT CARD:

"40-Mile Loop Land Trust – a board member from that organization. I am also on this board. Walter Valenta or Jim Sjelin. www.40mileloop.org. I am on the North Ptld Transportation Partnership. I really hope PBOT brings in our group. We can assist with mtgs, informing neighbors, collaborating."

Pat Jewett, scoutpjwriter@gmail.com"

Topic One - Fixed Speed Safety Cameras, Providence Nagy, PBOT and Sgt. John Holbrook, PPB

The presenters will provide an overview of the City's automated enforcement suite with a focus on the fixed speed safety camera program. The Vision Zero Action Plan encompasses fixed speed safety cameras among its three speed action items. Action S.1 reads: "Pilot speed safety cameras on four high crash corridors in the first two years; expand program to additional high crash corridors following the pilot." The presenters will walk through the history and performance of the fixed speed safety camera program and conclude with a discussion about program expansion. Learn more about fixed speed by checking out the *Legislative Report (2015-2017)* posted at <https://www.portlandoregon.gov/transportation/70763>

Key questions/issues for the PAC: Vision Zero states (p. 13): "In tandem with design, working to change social norms, education and enforcement reinforce community expectations about safety and compliance." How do we message the expansion of fixed speed safety cameras in such a way that starts the cultural shift towards recognizing that speeding poses an unacceptable risk? Essentially, making that shift from 'avoid a ticket, avoid a fine' to purposely driving the speed limit as an acceptable norm?

Providence and Sgt. Began the presentation by emphasizing Vision Zero's goal is to eliminate all traffic deaths and serious injuries by 2025, and that speed falls under speed camera program on high crash corridors. Four out of ten high crash corridors now have fixed speed cameras.

Automated enforcement platforms

- Mobile speed van deployed by Sgt.
- Fixed speed – Vision Zero

Constrained to high crash corridor

- Red light running – VO

Not as constrained – no cap or number

- Intersection speed –

In-light camera. Red-light running and speed (new option)

Automated enforcement goals

- Save lives
- Reduce speeding
- Reduces crashes

Sgt. Holbrook noted that the goal is to change behavior: cite driver, not vehicle owner, and that it's not intended to be revenue generator. Providence Nagy goes over tentative timeline.

Josh asked what the magnitude of expansion is. Providence replied that it could be as large as expanding to all 10 high-crash corridors. Sgt. Holbrook says that installation costs are between \$40,000 to \$55,000 per installation, and also involves officer time because every citation is looked over before sent out.

Patricia asked about the possibility of new camera at a new light in the intersection of N Midway Ave and Columbia Boulevard. Sgt replies that feasibility and many different factors are considered with installations. Elaine brought up concerns about the timeline and the results, and said funding should be less of an issue; is there any way to speed it up and be less costly? Sgt replies that an issue is officer and personnel time that is involved. Elaine restates and asked if there's any administrative way to speed it up that isn't a burden on traffic officers.

Josh R asked if other communities are trying to get approval for speed enforcement. Sgt and Providence reply there are, and that legislative approval is required.

Tiel asked about image detection software, and Sgt says every image is reviewed by contractor and officer. If too obscure, pic gets tossed out.

Josh C. says he appreciates Providence and Sgt.'s time and asked if the PAC can help in any way. Sgt replies and says that showing interest in places for cameras would be helpful, and to understand that the hurdles faced are high sometimes. Providence reminds people and suggests taking a look at the online report.

COMMENT CARDS:

"Share info to NPTP Mary Jason (?) Kelly."

"If George Middle School (Midway and Columbia) gets an at grade signal, could we install a fixed speed camera to help enforce the new traffic light. We already have EB and WB speed reader boards. This would work if we do get a signal light and 'blow up the bridge' (just kidding!). It is not a very suitable bridge.

Pat Jewett, scoutpjwriter@gmail.com."

"Given the success shown in the four corridors, this program should be greatly expanded and quickly. We're losing ground on achieving Vision Zero goals and this is an effective too – and not a particularly expensive one – program managers should be stronger advocates for expanding and funding this work and asking the city for more resources. Josh Channell, shua98@gmail.com"

Topic Two: PedPDX Toolbox Brainstorm *Francesca Patricolo and Michelle Marx, PBOT*

The PedPDX Toolbox will identify the strategies and actions we will apply to attain the Plan vision of making Portland a great walking city for all. It will articulate the design, enforcement, policy, and programmatic elements through which we will meet the PedPDX objectives.

The PedPDX team will conduct a targeted engagement exercise with the PAC to collect innovative ideas to include in the PedPDX Toolbox (staff recently conducted a similar exercise with the PedPDX CAC). Ideas generated through the exercise will be considered by the PedPDX Technical Advisory Committee for inclusion in the PedPDX Toolbox. The final draft Toolbox will be released in December as part of the PedPDX public review draft.

Key questions/issues for the PAC: What innovative design, enforcement, policy, and programmatic elements should be included as part of the PedPDX implementing strategies and actions (to be addressed via an engagement exercise designed by staff).

Michelle presented PedPDX update on where the plan is. Implementation plan to be developed bi-annually, with PAC feedback. She explains the PedPDX plan and how PBOT pedestrian programs are incorporated into PedPDX, Michelle goes over some ideas for the Pedestrian "Toolbox", such as:

- Set back parking at crossings to improve visibility for all modes
- Provide more marked pedestrian crossing opportunities at arterials and transit stops
- Separate vehicle/pedestrian movements where possible?
- Provide high-viz crosswalks at signalized intersections
- Alternative pedestrian walkways – lower cost and examples from elsewhere

- Improve sidewalk repair program and address persistent tree/sidewalk conflicts (complaint driven right now)
- Provide interim infrastructure
- Car free streets!
- More street lighting
- Collect better pedestrian data
- Expand education and enforcement ideas
- More crossings time and signals

Josh asked about the implementation plan. Francesca replied that it's because funding for 20 years based on one snapshot of data does not make sense. Funding will be given out \$1.3M for first few years.

Francesca guides the group through brainstorming activity to refresh the PAC. Francesca goes over PedPDX objectives, and asked for ideas that align with objectives from the PAC. She begins with the first objective, and members reply that they think of equity, East Portland and SW Portland.

Brainstorming for Objective #1:

The group begins by thinking of equity, East and SW Portland, as it relates to the objective. Francesca asks about strategies to achieve this objective. Elka replies that people should be asked about what they need. Brenda asked about the data behind this objective – maps, percentages of populations, where are marginal populations?

Francesca asks, anything to prioritize with underserved communities and pedestrians?

Matthew commented about focusing on going to schools? But sometimes that's not the underserved community.

Josh R. comments that the focus should include the area and population history, and that the focus should be on what we've tried to achieve. He says we should talk about getting the rest of the public onboard with the plan and illustrate what we did in the past and the failure of the automobile's promise on freedom.

- He also brought up red-light cameras and, while they aren't used as a revenue generator to fix streets, maybe they could be, perhaps in the same location for community to see the difference and importance

Patricia mentioned the Rivergate district in N Portland, and how there are great sidewalks, but not many people. There is no "last-mile" option for people. She suggests that safer options for last-mile, perhaps e-bikes, for employees who have long commute but a short distance because of bus route options.

Mark says that freight is a big stakeholder and they should be on board. He also mentioned City Repair and painting intersections to generate sense of community to get people to slow down.

Josh C: from the survey, people want safer crossings. He also says we should listen to what people actually want and prioritize safe pedestrian crossings at high speed arterials. There are way too many deaths, and the city is scared of stopping cars.

Tiel followed Josh R's point and brought up gentrification. She pointed out the importance of strengthening community in those places; maybe a community garden and to turn neighborhoods inwards. Also, she pointed out "essential daily needs," means daily needs are within walking distance. Diversifying more services and retail into neighborhood was emphasized. She wasn't sure what pedestrian design helps that, but pedestrian design goals are a good idea.

Brenda suggested looking at underinvested areas with a poor grid system. Maybe improving connections between streets that don't exist today, but improve for pedestrians only - tiny grid systems for peds. She said this supports Tiel's point of creating community without having to increase car traffic. She also brought up the idea of a "joyful experience" – use art in pedestrian crossings – and the idea of making crosswalks interesting and colorful as a way to get people excited about walking.

Elaine said that identifying pedestrian natural destinations (schools, stores, libraries, churches) and to focus on those as higher priority even on lower value roads. Also mentioned that funding: \$1.3M is not enough. Vision Zero has aggressive education, sidewalk repair, school zone safety. Also pointed out the importance of articulating needs of elderly and kids (short and not visible) to give people a reason to slow down. Francesca encourages Elaine to share if she has ideas for sidewalk repairs.

Matthew pointed out the state priorities, that the I-5 Rose Quarter project is over 5M.

Josh R pointed to the 82nd Ave plan and said we know it's an issue for communities, and the state facility dedicated very little amount of money on pedestrian improvements. That investment strategy doesn't make sense – industry is important to move, but safety is always important and high on people's lists.

He asked about the way that committees are restructured, and how can we be the best partners and advocates for the plan?

Patricia brought up an organization called Walk [your city] and suggested putting them in East Portland. Also suggested a program for neighbors to trim plants and bushes back from sidewalk.

Josh said he wants to see funding going to Better Block projects to encourage activity in the area, Better Block-style testing.

Tiel returned to Brenda's "joyful experience" idea. Her favorite walks, Council Crest and Rocky Butte, have no sidewalks and are dangerous. Maybe do a "beautiful walk"?

Elka said to focus on the last three objectives and do educational campaign with safety things we've talked about – all modes. What it means to ride on sidewalk, lower speed, what it takes in an educational campaign. She points out that \$1.3M dollars won't go far. We need to teach people how to be safer and less entitled.

Francesca stated that a main theme emerging was things you'd like to educate the public on.

Tiel said that cultural solutions rather than technical ones are important. Francesca replied that feedback will be added to the community engagement and reported back with what your ideas have turned into. A draft plan will show all toolkit items and your feedback. There is no hard deadline for more suggestions. Elaine said she is interested in what the community has come up with, and Michelle replied that she can bring that next time.

References & Resources mentioned in the Presentation

- I-5 Rose Quarter plan
- PedPDX
- Connected Centers plan
- Columbia/Lombard Mobility Plan
- Division Transit Station Plan
- E-scooter update